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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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BIRTH.

SANDERBROOK.—On 30th August, at 141B, The Peak, Hongkong, the wife of LESLIE SANDERBROOK, Chinese Customs Service, of a daughter.

[1080]

HONGKONG OFFICE: 104, DES VŒUX ROAD.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 1ST, 1913.

Viscount Moulton's recent statement with regard to the part that Great Britain is to play in the hoped-for arrangement of the Sino-Tibetan difficulty shows that we are to occupy somewhat the same position as Russia holds in the dispute between China and Mongolia, although Great Britain's position will differ from that of Russia in one important particular. Russia's original proposal was to mediate between the two disputants, and assist in finding a *modus vivendi* between Urga and Peking, but any hopes she may have entertained of being accepted in this capacity were foredoomed to disappointment. Before entering into negotiations with Peking she had already shown her hand in the Agreement and Protocol of November 3rd, and consequently came into court, not as an unbiased arbitrator, but as an interested party. While Russia treated with each side separately, in the forthcoming Sino conference all three parties are to be represented, and as Great Britain has not previously pledged herself to either side, there should be much less difficulty in bringing the negotiations to a successful issue. As

Lord Moulton puts it: "We shall be the honest broker, but an honest broker with these interests (i.e., those of our Indian frontier) will keep his eye open. It will, in fact, be a tripartite conference, and we shall be parties both to the negotiations as they proceed and to the convention, which we hope will be the result." It will readily be seen that it would be an easy matter to discover a parallelism between our attitude towards the Tibetan question and that of Russia *vis-à-vis* Mongolia; in each case the theocratic rule of a State tributary to China has thrown off her yoke, and the European Power claims to intervene on the ground of possessing territory that is continuous with the dominions of the rebellious theocratic potentate, but here, as we have pointed out on a previous occasion, the parallel ends. Our interests are confined to preserving friendly relations with States adjoining India and maintaining peace on the border, while the Urga Convention shows that under all Russia's actions with regard to Mongolia the forward policy is at work. The simplicity of our aim should, as far as China and Tibet are concerned, make it easy of accomplishment, and it is rather in the reconciliation of the rival claims of China and Tibet that difficulty will arise. China professes to have abandoned the idea of converting Tibet into a province, and to be prepared to confine herself to the position of suzerain without aiming at sovereignty, but presuming China's good faith in these assurances, who is to decide where the functions of a suzerain end and those of a sovereign begin? This problem is especially complicated in the case of Tibet; the European conception of suzerainty would certainly not give the superior Power the right of appointing the temporal head of the subject State, yet, as is well known, Peking exercises this function in respect of the DALAI LAMA and has also, on occasion, deposed him, and even placed a perpetual interdict on the reincarnation of one such potentate. Will this power be preserved to Peking by the conference? And if Peking is to be permitted to appoint the ruler of Tibet, and even to dispose of his soul before his death, what is to be the criterion of "abstaining from interfering in the internal administration"? It may be remarked that if the appointment of future Dalai Lamas is to be vested in the Tibetans themselves—either in the National Assembly or in the Council of the Three Monasteries—there is a prospect of even greater dissension and strife than the Republic of China may experience in her Presidential elections. The boundary question, too, may be the cause of argument and dispute; ordinarily the frontier would be placed just west of Bailing, but the President's Unopposed Mandate of May 29th last puts it much further west—130 miles east of Lhasa, as a matter of fact—and this would seem to indicate an intention on China's part to try her hand at land-grabbing. All these problems, however, directly concern China and Tibet alone; Great Britain's weight being thrown in the Tibetan scale only so much as is necessary to balance the recent aggressions of China and secure a reversion to the *status quo ante*. But presuming China's suzerainty is satisfactorily defined, something is necessary as a guarantee against her interference in the internal administration of Tibet, and the one natural guarantee is British representation at Lhasa. This would, of course, involve a revision of the Petersburg Agreement, but the time for that seems ripe on other grounds. In a recent debate in the House of Lords, Lord Curzon pointed out the unsatisfactory state of affairs produced in Persia by the disproportionate area of the neutral zone, and the whole course of events in that unhappy country clearly indicates the necessity for a re-arrangement of terms between Great Britain and Russia. Great Britain, too, is clearly entitled to some consideration from Russia for the moral support given her in her Mongolian advances, and the extension to Lhasa of our right to station representatives at Yatung, Gartok and Gyantse is certainly not more than an adequate *quid pro quo* for all that Russia has gained at Urga. The Chinese Government is scarcely in a position to refuse so reasonable a requirement; the Tibetan Government can be relied upon to see in which way its own interest lies, and it would be a graceful concession on Russia's part to withdraw the interdict that is mutually imposed by the Petersburg Agreement. By so doing she could best give the lie to the rumour referred to in the *Nova Vremya* that the Tibet-Mongolian Treaty is to be regarded as constituting the two countries one sphere of influence—that is, of course, of Russian influence. We put no faith in this rumour, but it would cost Russia little or nothing to disprove it in the most effectual way possible.

Commander P. H. Waterer has been appointed to the cruiser *Farmouth* on commissioning for service with the China Squadron.

An unknown person on Saturday entered the house of a Chinese merchant, at Robinson Road, and stole jewellery, clothing, and money to the value of about \$738.

The *Government Gazette* of the Federated Malay States notifies that thirty-six Chinese and one Tamil have been banished from Perak, and ten Chinese from Selangor.

It is notified in the *Government Gazette* that Mr. F. J. Hulton having returned to the Colony, Government Notification No. 151 of the 14th May, 1913, cancelling his commission as a Justice of the Peace, is cancelled.

A fourth attempt to hold the Promenade Concert on the Cricket ground is announced, to take place on Wednesday night next when it is to be hoped the Clerk of the Weather will be in an obliging mood.

A man has been sent to hospital suffering from injuries to his face and arms. He was found in a back yard at Praya East, and it is believed that he was in the act of committing a felony when he met with the accident.

At a meeting of the Jockey Club held on Saturday it was agreed to purchase a number of subscription ponies at a price of \$140 each; also a class of griffins at the rate of \$125 per pony, for which three special races will probably be arranged.

It is stated that the Chief of Police at Canton is sending down an expert to assist the Hongkong Police in the examination of Kwangtung bank-notes, seized during the past few days in the Colony, with the object of detecting false ones.

The P. & O. Co.'s steamer *Mooltan*, which left London on July 25th, took the following specie for: Singapore, coin gold £1,000; Singapore, bar silver £905; Singapore, coin silver £1,850; Shanghai, bar silver £20,000; Shanghai, coin silver £8,500.

The Court Cards Company, which had an exceptionally successful tour in the Far East early in the year, has lost one of its most talented members, Miss Maryden Owen, by death from enteric fever at Mussoorie, in India. The deceased was an exceptionally talented vocalist.

The reductions in the rates for telegrams announced by the Eastern Extension Australia and China Telegraph Co., Ltd., and by the Great Northern Telegraph Co., Ltd., represent about 20 per cent. on the rates to Europe and nearly 25 per cent. on the rate to Japan and Chosen (Corea). These reductions come into force to-day.

Two coolies, employed by the Public Works Department, were charged before Mr. Hazland at the Magistracy on Saturday with being in possession of a loaded revolver, two knuckle-dusters, and two knives in the P.W.D. coolie quarters at Praya East. The first man was fined \$200 or three months, and the second defendant was fined \$100 or one month.

TRIAL TRIP OF THE S.S. "TAI MING."

The latest addition to the fleet of the Kwong Sai Navigation Co., Ltd., the *Tai Ming*, built for the West River service, went on a trial trip yesterday afternoon, and some 600 European and Chinese residents of Hongkong availed themselves of the invitation of the owners and the captain to make the trip in her. The weather was all that could be desired. The sea was like a mill pond, and throughout the afternoon there was only an occasional puff of wind. Captain Lowington and his officers proved admirable hosts, and the manner in which they looked after the numerous guests on board left nothing to be desired.

THE BANK NOTE SEIZURE.

Before Mr. Orme, Sergeant Wilson charged a Chinese with being in unlawful possession of \$20,563 in Kwangtung bank notes.

The officer explained that the defendant was a foki to the man who owned the house in Wing-Sung Street where the money was found. The latter, who had run away and left the foki in charge, previously worked in the Treasury at Canton, and departed at the same time as ex-Tubah. Chan Kwing Ming, taking the money with him.

Mr. Orme said that there was no case against the defendant and he would have to dismiss the man. The police could take their own precautionary measures with regard to the money, but they could not detain the defendant. The defendant was then discharged.

TELEGRAMS. TELEGRAMS. TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

TYPHOON IN JAPAN.

FEARED LOSS OF A STEAMER.

TOKYO, August 31st.

The steamer *Satsuma Maru*, consigned to Messrs. Dodwell & Co., Ltd., is overdue at Kobe and is believed to have fouerednd in a typhoon experienced last Wednesday.

The typhoon caused havoc in the country.

The most serious disaster is the loss of eleven lives among the party of 32 school boys and teachers who were making an ascent of Mt. Komagatake and got caught in the storm.

[THROUGH REUTER'S AGENCY.]

TERRIBLE TYPHOON IN JAPAN.

THOUSANDS OF HOUSES SUBMERGED IN TOKYO.

TOKYO, August 30th.

Scores of people have been killed by a typhoon. In Tokyo alone, 15,000 houses were submerged. Seventeen children were lost while climbing Mount Komagatake. The railways have been damaged and the crops have suffered.

ALLEGED POISONING OF YUAN BY SOUTHERNERS.

A SENSATIONAL STORY FROM JAPAN.

TOKYO, August 31st.

A sensational story current here declares that the reason Yuan Shih-kai massed his troops in the Yangtze and prepared for war was because he was poisoned with arsenic in May by Southern agents. His life was only saved by the most violent medical methods.

[We believe there is not the slightest foundation in fact for this report.—Ed.]

GREAT BLAZE NEAR QUEENSTOWN.

BLUESACKETS SAVE GOVERNMENT STORES.

LONDON, August 31st.

Great excitement was caused by a fierce blaze on Saturday afternoon at the canteen building on Hawilowline Island, Queenstown, which is close to the large Government stores of coal, oil and powder. Three hundred bluejackets succeeded in extinguishing the outbreak before it spread to these.

LORD HALDANE IN NEW YORK.

NEW YORK, August 30th.

The Lord Chancellor has arrived at New York, en route to Montreal, where he is to deliver a legal lecture. He was besieged by reporters on landing, and is represented as saying that England was able to transport troops round the world with greater speed and efficiency than any other nation.

ALLEGED ESPIONAGE IN FRANCE.

PARIS, August 30th.

A Sergeant named Guion has been arrested on a charge of espionage. It is alleged that papers were found showing that he had furnished Austrian and Luxembourg officers with information regarding the Artillery. The accused denied the charge.

A ROYAL MIDSHIPMAN.

LONDON, August 30th.

Prince Albert, the King's second son, has been appointed a Midshipman on the battleship *Collingwood*.

MR. ASQUITH'S ASSAILANTS.

LONDON, August 30th.

The Suffragettes who attacked the Prime Minister while he was playing golf have been remanded for a week, bail being granted in £5 each.

THE PALACE OF PEACE.

TSAR'S GOOD WISHES.

ST. PETERSBURG, August 30th.

On the occasion of the opening of the Palace of Peace at The Hague, the Tsar telegraphed Queen Wilhelmina expressing the hope that the Palace would contribute to peace, on which he had always laid store. He hoped it would form a fresh bond between the nations.

[THROUGH REUTER'S AGENCY.]

THE DUBLIN STRIKE.

STRIKE LEADER BURNS A POLICE PROCLAMATION.

LONDON, August 30th.

At a meeting in Dublin on Friday night one of the strike leaders who had been arrested on a charge of inciting to riot and seditious libel, and who had been admitted to bail, burned a Police Proclamation prohibiting a meeting on Sunday, in support of the strikers. He declared he would hold the meeting at all costs.

Strong reinforcements of police are being drafted in.

LATER.

Serious strike rioting has occurred in Dublin, and the night police have been repeatedly charged by a crowd of several thousands and subjected to showers of stones and bottles.

Many people were injured by the use of the police made of their truncheons.

THE LONDON PAINTERS' STRIKE.

MASTERS OFFER IMMEDIATE INCREASE.

LONDON, August 31st.

The master decorators have offered an immediate increase of one penny an hour, and the submission to arbitration of the other half-penny required by the men. A ballot of the men will be taken on the offer.

BRITISH LEGISLATORS IN NEW ZEALAND.

WELLINGTON (N.Z.), August 30th.

A party of British Parliamentary visitors has been entertained to a banquet by the Government.

The Premier of New Zealand, Mr. Massey, affirmed the importance of Imperial statesmen visiting the Dominions, and suggested that the Imperial Conference should be held in the various Dominions alternately.

Lord Emmott, responding, dealt with the increasing usefulness of the Imperial Conferences.

GERMAN BANK RATE.

REDUCTION DECLARED STILL IMPOSSIBLE.

BERLIN, August 31st.

At a meeting of the Reichsbank, the Vice-President declared that a reduction in the bank rate was still impossible, although the Bank's present bullion deposit was nearly £9,000,000 above that of August of last year, despite the transfer of over £1,000,000 to the war treasure. Germany had imported in 1913 up to the present time £11,000,000, and exported £2,250,000. Before lowering the rate they must see whether the present easiness in money was not merely temporary. It looked as if there would be a period of strain at the end of September.

INTERNATIONAL YACHTING.

CONDITIONS FOR THE AMERICA CUP.

NEW YORK, August 30th.

The conditions of the race for the America Cup have been announced. They do not materially differ from those of the previous races. The time limit will be six hours instead of five and a half hours. The races will start on 10th September, 1914, and will continue on Thursdays, Saturdays, and Tuesdays. The first and third races will be over a course thirty miles to windward, and the second over an equilateral triangle.

ENGLISH COUNTY CRICKET.

LONDON, August 31st.

Surrey beat Leicestershire at the Oval by an innings and 101 runs.
Hants beat Gloucestershire at Bourne-mouth by 315 runs.
The Sussex and Yorkshire match at Hastings ended in a pointless draw.
Kent beat Middlesex at Lords by five runs.
Worcestershire beat Somerset at Taunton by an innings and 33 runs.

[THROUGH REUTER'S AGENCY.]

THE MEXICAN SITUATION.

A PRELIMINARY AGREEMENT FOR PEACE.

WASHINGTON, August 30th.

President Wilson has received a long despatch from Mr. Lind. While absolute silence is maintained at White House regarding the situation, official circles are of the opinion that President Huerta's Government and Mr. Lind have reached a preliminary agreement tending towards peace.

LATER.

A message from Mexico City states that the President of the Mexico Senate has telegraphed to the New York representative of the Mexico Telegraph Company requesting him to protest to President Wilson against the withdrawal of American citizens from Mexico, declaring that the American Colony in Mexico is satisfied with the present situation, and that its withdrawal will result in tremendous damage.

AEROPLANE ACCIDENT IN ENGLAND.

LONDON, August 31st.

An aeroplane, while flying from Hendon to Farnborough for delivery at the War Office, fell a distance of 100 feet at Maidenhead. The pilot, Debussy, and two passengers sustained fractured limbs.

THE BALKAN MASSACRES.

INQUIRY ABANDONED.

LONDON, August 31st.

A telegram from Salonika reports that the Carnegie International Committee of Enquiry into the Balkan Massacres has decided to abandon their task owing to objections raised by Serbia and Greece to two of its members—M. Milinkoff, of Russia and Mr. Brailford of England, who are described as well-known Bulgarians; also because traces of the atrocities have disappeared with the lapse of time.

THE FATE OF ADRIANOPLE.

LONDON, August 30th.

The *Times* correspondent at Sofia says that Bulgaria has decided to negotiate direct with Turkey in regard to Adrianople.

THAW IN CANADA.

OTTAWA, August 31st.

The lawyers continue to wage a fierce struggle over Thaw, and the advantage momentarily rests with the Chief of Police of Coaticook, who first arrested Thaw at the instance of counsel for the State of New York. The Chief has now been granted a Writ of Habeas Corpus, thus outwitting Thaw's counsel.

New York lawyers are now confident that Thaw will be deported.

THE INTERPORT AQUATIC COMPETITIONS.

SHANGHAI VICTORIOUS.

The results of the events contested in the Municipal Swimming Baths at Shanghai additional to those reported in Saturday's *Daily Press* are as follows:—
NEAT DIVING.—1, R. Berthet (Shanghai); 2, L. C. Souza (Hongkong).
220 YARDS.—1, J. C. Finch (Hongkong); 2, J. C. Cooke (Hongkong). Time, 2min. 15secs.

The water polo match was postponed. 440 YARDS.—1, Finch (Hongkong); 2, R. Berthet (Shanghai). Finch won very easily in 6m. 5s.
TEAM RACE—Shanghai won. Time 2m. 13secs.

WATER POLO—Shanghai won, scoring three goals to Hongkong's two. The result of the meeting was a win for Shanghai who scored 32 points to Hongkong's 27.

Feeling ran high during the water polo match, when there was some regrettable barracking by the crowd which, our correspondent states, was severely reprobated yesterday in all quarters.

GOVERNMENT APPOINTMENTS.

The following appointments are announced in the *Gazette*:—
Mr. E. A. Irving to be Director of Education, and Messrs. E. Ralphs and R. C. Barlow to be Inspectors of Schools.
Mr. S. B. C. Ross resumed duties of District Officer.
Mr. E. D. C. Wolfe to be Postmaster General.
Mr. C. A. D. Melbourne resumed duties of Deputy Registrar, Supreme Court.
Mr. G. N. Orme to act as Second Police Magistrate.
Mr. N. L. Smith to act as Assistant Colonial Secretary and Clerk of Councils.

RANDOM REFLECTIONS.

Professor Smith of the Hongkong University is about the most successful beggar I know. He has asked Home firms to fit out an engineering department at a cost of £15,000 with machinery made in Great Britain, and they have done it. As a missionary of trade, and a missionary of Empire, the Dean of the Faculty of Engineering at the Hongkong University takes some beating. It is said that "beggars can't be choosers," but I notice that Professor Smith has declined the offer of a complete paper-making plant of a newspaper, and that would have taken up half his available floor space. There are those, however, who might be tempted to regret the necessity for declining this offer, if the process included the manufacture of *impres de papier* from the luxuriant bamboo.

I see that the Legislative Council has rewarded Mr. Alabaster by placing on record its appreciation of the valuable services he has rendered to the Government by revising the Ordinances of the Colony for publication in convenient form. Both R.E. the Officer Administering the Government, who moved the resolution, and the Hon. Mr. Hewett, C.M.G., who seconded it, very properly sought to impress the Council and the public at large with the great amount of labour the revision has involved, but it struck me that this might have been more vividly conveyed had they mentioned the amount of money which the Government paid to Sir Francis Piggett for the work which Mr. Alabaster has done over again.

I recollect one vote of \$10,000 to Sir Francis Piggett for doing this work, and I have an impression that this sum did not represent the total cost. But no sooner were the volumes issued than they were recalled from circulation, and Mr. Alabaster, with a public spirit which we can rarely expect to find in a practising barrister, has done the work all over again at the solicitation of the Government with the prospect of no other reward than the certain, but intangible, appreciation of all whose business makes possession of the Ordinances, in convenient form, indispensable. The Hon. Mr. Hewett on Thursday hinted at a future possibility of some remuneration, but the hesitation to make further payments on this account can be well understood—when we recollect how much the Government has already spent on this undertaking.

The clock which served for so many years from its pedestal at the junction of Pedder Street with Queen's Road to remind the community of the flight of time was sold some days ago at public auction to a Chinese bidder for \$720, which I understand it was worth as old metal. I have been wondering to what purpose this sum is to be devoted. The clock was a public gift and I understand it was by no means worn out. It had not, like the clock of the old song, gone "ninety years without slumbering" but just over fifty. Now it has stopped short, never to go again. Surely there are many places in the Colony where it could have been erected and where it would have continued to serve a useful purpose. A public clock would have been appreciated, say, at Happy Valley in the neighbourhood of the Jockey Club's Grandstand, where it could be seen not only by the crowds who attend the race meetings but by the ever-increasing numbers who seek recreation in the Valley.

Some time ago a company was floated in Singapore to introduce pedal jinnickshas, the directors being of opinion that they would become very popular with the general public on account of their greatly increased speed over ordinary jinrickshas, and because the drivers would naturally prefer a vehicle capable of earning three or four times what they can possibly make with the present form of conveyance at the same hiring cost. Moreover, it was expected that soon a humanitarian point of view they would be sure to find favour with all classes of the community. I don't know that the pedal jinnicksha has yet been actually introduced in Singapore. I imagine it has not, or we should have seen one or two here, where we have specimens of most types of jinricksha used in the Far East.

I was reminded of the Straits project on seeing an announcement that an ingenious American, hailing from Chicago, has produced a very neat and well designed three-wheeled vehicle that will carry two people of ample proportions comfortably, and is propelled by a small Westinghouse motor, and one of the famous Edison batteries. The body is of basket work, supported on a framing of steel tubes. The wheels are of the bicycle pattern, 28 inch, and of suitable strength, with ball bearings. Steering is by the front wheel with a plain tiller and the control is by two pedals. A canopy is provided for protection against the sun. The Chrysler Electric Motor Chair, as the new vehicle is called, is of neat design and weighs about 300 lbs., or one hundred more than the electric motorcycle that carries an Edison battery, and is suited for one person. The greatest economy in automobile vehicles, it is stated, will be found among the smaller sizes which run only at moderate speed. If these "motor chairs" were to be a success, there would seem to be a great future for them in Asia, in places where electric current is available, as well as in Europe and America.

RODERICK RANDOM.

HONGKONG GYMKHANA CLUB.

FOURTH GYMKHANA.

The fourth meeting of the Hongkong Gymkhana Club was held at Happy Valley on Saturday under most favourable conditions. The heat of the sun was tempered by clouds and the course was in splendid order. An excellent programme had been arranged, and there was a fair attendance of spectators to witness it. During the intervals between events the band of the D.C.L.I. played selections of music. A useful innovation introduced by the Club were the boards recording the distances separating winners, but the official who orders them to be put up should be a man who is a good judge of distance. In three races on Saturday boards were hung up recording the fact that three lengths separated the first pony from the second, and two lengths separated the second pony from the third. As a matter of fact, this was not the case, the gaps between the leaders in the three races mentioned varying, and the fact that the same distances were recorded in each event indicated that the man who was registering the separating lengths had a somewhat elastic judgment. The Gymkhana Stakes, the event of the meeting, was unexpectedly won by Seal, in fine form, and the pony is now third on the list with Sweet William for the cup. Patrons and officials of the Club are:—

Patrons: His Excellency Mr. Claud Gower, His Excellency Vice-Admiral T. H. M. Jerram, B.C., His Excellency Major-General F. H. Kelly, C.B., Commodore R. H. Anstruther, R.N., C.M.G.
Committee: The Stewards of the Hongkong Jockey Club (Ex-Officio), Mr. H. P. White, The Hon. Mr. David Landale, Mr. D. M. Ross, Mr. G. K. Hall Bratton and Major F. A. Dickinson, Judge.
Mr. J. A. Dickinson, Judge.
Mr. D. M. Ross, Handicapper.
Mr. A. Charlton, Clerk of the Scales.
Mr. M. W. Slade, Starter.
Mr. M. S. Sassoon, Time Keeper.
Mr. R. F. C. Master, Hon. Secretary and Treasurer.

Results of events follow:—
GYMKHANA STAKES.—Value \$200. Distance one mile.
Mr. Norman's Seal, 14lb. (Mr. Seth) 1
Mr. D'Oettingen's Floreal, 15lb. (Mr. Knoll) 2
Major F. A. Dickinson's Favonius, 14lb. (Mr. Woodhouse) 3
Mr. H. P. White's Cleric, 16lb. (Mr. Gegg) 0
Mr. Brutton's Joss Mighty, 14lb. (Owner) 0

The five starters went off to the fall of the flag, Favonius taking a slight lead. As the field passed the stand for the first time Joss Mighty was leading with Cleric and Floreal in close attendance. Passing Bowington Floreal was running level with Joss Mighty, but at the football field Floreal went to the front to be supplanted at the incline by Cleric. Approaching the village Seal went to the front and led into the straight, where Floreal attempted to overhaul him.

Mr. Seth's mount, however, maintained his lead, and passed the winning post with three lengths to spare, Floreal being a couple of lengths ahead of Favonius.

Time: 2min. 09.4-5secs.
Parimutuel. Cash Sweeps.
Ticket No.
Winner: \$68.50 1, 2, \$238.25
1, 14.40 2, 172, 57.50
2, 7.40 3, 52, 33.75
FROM THE TWO MILE POST ONCE ROUND AND IN PLAY RACE HANDICAP.—First prize: \$125. 2nd prize: \$50. 3rd prize: \$25.
Mr. Brutton's Sevington, 14lb. (Mr. Knoll) 1
Mr. H. P. White's Defford, 14lb. (Mr. Woodhouse) 2
Mr. Soares' Violini, 15lb. (Mr. Seth) 3
Mr. Blank's Bactrian, 15lb. (Mr. Gresson) 0
Mr. C. Stewart's Donald Dhu, 15lb. (Owner) 0
Mr. R. D. Harvey's Primrose, 15lb. (Mr. Gegg) 0
1lb. overweight (Mr. Gegg) 0

There was considerable delay at the start owing to the behaviour of Bactrian and Donald Dhu, the latter pony completing the course and starting on a second round, owing to Mr. Stewart's inability to hold him. When well on the second round he was pulled up and went back to his stable. Eventually the five remaining ponies got away together. Bactrian leading past the Judge's stand for the first time, with Sevington second and Defford third. This order was the same until the incline was approached, when Sevington began to overhaul the leader and Violini came to the front. Passing the rock, Bactrian, Sevington, Defford and Violini raced in single file, and continued in close order rounding the village bend. Entering the straight, Sevington went to the front and was challenged by Defford. He maintained his lead, however, and passed the Judge's box three lengths ahead of Defford, who beat Violini for second place by two lengths.

Time: 2min. 24secs.
Parimutuel. Cash Sweeps.
Ticket No.
Winner: \$11.00 1, 212, \$362.25
1, 5.50 2, 125, 103.50
2, 5.80 3, 230, 51.75
POLO PONY SOURRY.—Distance about 500 yards round a post, back, round another post and in. To be ridden by playing members of the Hongkong Polo Club. Catch weights 12 stone. Entrance fee \$5. First prize: \$75. 2nd prize: \$35. 3rd prize: \$25.

Let L. C. Pope's Birlingham, 16lb. (Owner) 1
Captain C. V. de G. Edye's Gold, 16lb. (Owner) 2
Major Hall's Ben Mohr, 16lb. (Knoll) 3
Mr. J. H. Bradney's Ginger, 16lb. (Owner) 0

Ben Mohr was first round the first flag, closely followed by Gold on the way to the second, Gold and Ben Mohr turned following closely, the other two ponies following Ben Mohr in close attendance, but Birlingham went ahead with a spurt and beat Gold by about half a length.

Time: 50.2-5secs.
Parimutuel. Cash Sweeps.
Ticket No.
Winner: \$16.50 1, 229, \$393.75
1, 13.80 2, 27, 112.50
2, 10.50 3, 44, 56.25
HURDLE RACE.—Distance about one mile and three furlongs. 1st prize: \$125. 2nd prize: \$50. 3rd prize: \$25.
Father O'Flynn's Blackmore Vale, 15lb. (Mr. Gresson) 1
Mr. Brutton's Wong, 15lb. (Owner) 2
Mr. Norman's Sweet Rocket, 15lb. (Mr. Seth) 3

Only three ponies started in the Hurdle race, and Blackmore Vale went to the front on the fall of the flag, Wong being second, Sweet Rocket third. Over the second hurdle Blackmore Vale and Wong raced level, but at this hurdle Sweet Rocket hauled and thenceforth was out of the race. Approaching Bowington Wong took the lead, but swerved at the hurdle beyond the football stand, when the Vale went to the front and held premier position until the finish, winning by many lengths, while many lengths separated Wong and Sweet Rocket.

Parimutuel. Cash Sweeps.
Ticket No.
Winner: \$9.90 1, 35, \$337.05
1, 9.00 2, 9, 96.30
3, 121, 48.15

THREE-QUARTER MILE FLAT RACE. Handicap.—1st prize, \$125; 2nd prize, \$50; and 3rd prize, \$25.

Mr. C. Stewart's Donald Dhu, 14lb. (Mr. Seth) 1
Mr. W. R. Richardson's Rice Bird, 15lb. (Mr. Knoll) 2
Father O'Flynn's Rosyth, 15lb. (Mr. Gresson) 3
Mr. M. W. Slade's Jambolini, 15lb. (Mr. Master) 0
Mr. Tricolor's Vigilant, 15lb. (Mr. Edye) 0
Mr. T. F. Hough's Cadzow's Hope, 15lb. (Mr. Sedgwick) 0

Rosyth took the lead at the start, being followed by Rice Bird and Jambolini, with the rest of the field in close order. The same order prevailed until the straight was entered, into which Rosyth passed first, and was challenged by Rice Bird. Then Donald Dhu came up and, given a free rein and a little whip, went ahead of the leaders and won by five lengths, while Rice Bird took second place from Rosyth by six lengths.

Time: 1min. 34.2-5secs.
Parimutuel. Cash Sweeps.
Ticket No.
Winner: \$45.30 1, 222, \$408.50
1, 7.30 2, 207, 117.00
2, 5.60 3, 60, 55.50

TEST PROOING IN PAIRS.—Two runs.
Messrs. R. F. C. Master and A. David, 25 points 1
Messrs. W. B. Elves and W. H. Hastings, 20 points 2
Captain C. V. de G. Edye and Mr. T. E. Bisher, 19 points 3

Parimutuel. Cash Sweeps.
Ticket No.
Winner: \$23.70 1, 41, \$437.85
1, 26.50 2, 174, 125.10
2, 18.20 3, 29, 62.55

ONE-AND-A-QUARTER MILE FLAT RACE. Handicap.—1st prize, \$125; 2nd prize, \$50; and 3rd prize, \$25.
Major F. A. Dickinson's White Hawthorn, 15lb. (Mr. Woodhouse) 1
Mr. Gilpin's Sir Acalon, 15lb. (Mr. Knoll) 2
Mr. Brutton's Joss Mighty, 15lb. (Mr. Gegg) 3

Mr. R. D. Harvey's Primrose, 14lb. (Mr. Seth) 0
Mr. H. P. White's Defford, 14lb. (Mr. Gresson) 0
Mr. Blank's Joy, 14lb. (Mr. Clarke) 0
Mr. Brutton's Sevington, 14lb. (Owner) 0
Mr. Blank's Bactrian, 14lb. (Mr. Sedgwick) 0

Eight ponies faced the starter in the last event of the day and were despatched after a few false starts. Passing the grand stand for the first time Defford was slightly in advance of Joy, while Bactrian was running a good third. The order was much the same at the rock, where the field closed up. Defford and Joy were racing neck and neck passing the village, while Sir Acalon drew ahead of the rest of the field and made a bid to overhaul the leaders. The field were well packed as the straight was entered and Sir Acalon led the way, but could not withstand the splendid spurt with which White Hawthorn came to the front and held premier place until the judge's box was passed. The win was by a length, while a length separated Sir Acalon from Joss Mighty.

Time: 2min. 45.1-5secs.
Parimutuel. Cash Sweeps.
Ticket No.
Winner: \$12.60 1, 144, \$573.30
1, 6.30 2, 41, 163.60
2, 6.30 3, 60, 81.90

Prospective Bridegroom (to verger): "I intend getting married shortly. Please tell me how many Sundays are necessary for the publication of the banns."
Verger: "Three clear Sundays, young man, the same as for any ordinary execution."

Is a harmless and efficient remedy against all diseases of the respiratory organs, especially WHOOPING COUGH, CATARRH OF LARYNX, ACUTE AND CHRONIC BRONCHIAL CATARRH, ASTHMA, &c., which has been recognised and unequalled by the highest authorities. Also the AFFECTIONS OF THE LUNGS will be greatly relieved by the use of it.

TO BE HAD AT EVERY CHEMIST.

PERTUSSIN.

Is a harmless and efficient remedy against all diseases of the respiratory organs, especially WHOOPING COUGH, CATARRH OF LARYNX, ACUTE AND CHRONIC BRONCHIAL CATARRH, ASTHMA, &c., which has been recognised and unequalled by the highest authorities. Also the AFFECTIONS OF THE LUNGS will be greatly relieved by the use of it.

TO BE HAD AT EVERY CHEMIST.

IMPORTERS:

S. J. BETINES & CO.

TIENSTIN AND PEKING.

VOELKEL & SCHROEDER, LTD.

SHANGHAI.

INTERNATIONAL SPORTS AT TSINGTAU.

Preceding the 2nd International Week of Sports, to be held in Tsingtau from the 13th to the 24th September, aquatic sports were organised for August, the 18th. The beach presented a very lively and interesting sight on that day. On the 15th inst. intermediate races had taken place, to decide who was to enter the final competitions. Exceedingly good sport and keen competition was witnessed. The military forward swimming race over 500 meters was again won by the last year's winner, Sapper Raab, in 09.2sec. The lengths handicap (100 meters) for boys up to 13 years was won by the 11-years-old son of the Governor, Hans Meyer-Waldeck. The championship for men (100 meters) was won by the Hongkong swimmer, T. Logan, in the record time of 1min. 14.3secs. The winner was heartily cheered by the spectators. This was the event of the day and probably no aquatic competition has created more enthusiasm than this one. Second place was secured by P. Weinglass, son of the Russian Consul at Chefoo (1min. 21.3secs.) The sport concluded with a water polo game, Tsingtau team winning by 8 to 1.

The programme for 2nd International Week of Sports at Tsingtau from September 13 to September 24th is as follows:—

Sunday, 14th September.—1. International motor bicycle race. Grand prize: 2. International motor car trial for gentlemen only. Two prizes. Special prize of honour presented by His Excellency the Governor for the smallest amount of gasoline used.

Monday, 15th September.—Sport competitions for the Tsingtau Marine Artillery.

Tuesday, 16th September.—International Golf competition.

Wednesday, 17th September.—International Gymkhana of the Tsingtau Race Club. Championship of Tsingtau for high jump and cross-country riding. Open for members of all race-clubs in the Far East and their guests. Two prizes.

Thursday, 18th September.—Walking competition from the Laushan to the Race Course at Tsingtau (c. 32 km.). 1 prize.

Friday, 19th, to Tuesday, 23rd September.—International Championships: (a) tennis; (b) football; (c) hockey; (d) international lawn tennis:—1. singles for gentlemen; 2. doubles for gentlemen; 3. singles for ladies; 4. mixed doubles. One prize in each competition, which is open to everybody. (e) International Football.—Open to Civil and Military teams. Challenge prize and prizes of honour for the winning team. (f) International Hockey Game.—Challenge prize and prizes of honour for winning team.

Sunday, 21st September.—International Light Athletic Sports for the Championship of Tsingtau. 24th September.—Sporting events for the Cruiser Squadron. Evening entertainments.

THE SIEGE OF NANKING.

A PRELIMINARY REPORT.

YAOHWAH, August 26th.
News was received in Shanghai last Tuesday of the capture of Nanking by the Government troops and that General Chang Hsun had reported the capture to the President. The announcement, however, was premature. The Special correspondent of the N.Y. Daily News on that day sent the following message:—
At noon to-day General Chang Hsun announced the capture of Nanking, but all day there has been fierce fighting round the Taipingmen.

The reason of the announcement that Nanking had fallen was the belief that the guns had blown a breach in the gate and that the cavalry had entered under cover of the smoke and fire. But a mine exploded with the result that twenty men were killed and the effort was frustrated. This morning the Government troops advanced down the lower slopes of Purple Mountain, from which position the Taipingmen was shelled, and also along the road and to the east.

At the beginning of the engagement there was a heavy artillery duel. Then the Government troops advanced towards the gate, but they were subjected to a heavy rifle fire from the rebels and against their advance was impossible. The Government troops lost many killed and wounded.

The defence of the city was spirited, but by frequent attacks, under the personal direction of General Chang Hsun, the attackers expect to wear the defenders down rapidly.

Government troops bravely carried wounded comrades to cover under fire. General Chang Hsun expects to enter by the south gate and to blow up the Taipingmen to-morrow.

Prospective Bridegroom (to verger): "I intend getting married shortly. Please tell me how many Sundays are necessary for the publication of the banns."

Verger: "Three clear Sundays, young man, the same as for any ordinary execution."

TSEN CHUN-HSIAN DENOUNCED.

THE PRESIDENT'S MANDATE.

We are indebted to the N.Y. Daily News for the following translation in full of the Mandate (issued on the 22nd ult. denouncing Tsen Chun-hsuan, the ex-Viceroy of Canton, who recently sought asylum in Hongkong:—

Tsen Chun-hsuan, ex-Director-General of the Hankow-Canton and Szechuan Railways, resigned his office and proceeded to Shanghai to recuperate his health. Some time during June, he suddenly entertained treacherous designs, sending a telegram to Lu Yung-ting, Tutuh of Kuangsi, and Lung Tsi-kuang, Assistant Military Commissioner of Kuangsi, instructing them to coerce or join Hunan, Kuangtung, Kiangsi and other provinces to oppose the Centre (Central Government) with treasonable objects. Lu Yung-ting and Lung Tsi-kuang, understanding their great duty quite well, both rejected his advance in serious tones, and even advised him not to persist. Yet Tsen Chun-hsuan reiterated of his unprincipled arguments, and despatched trusty emissaries to and fro, all of whom Lu Yung-ting and Lung Tsi-kuang resisted from first to last. 1. The President, considering that Tsen Chun-hsuan has long been a person of some repute, and that perhaps he was forced to such acts by the violent characters, believed him to be originally innocent and therefore did not publish (his acts), in the hope that he might rectify them. Then, Huang Hsing, Chen Chi-me and actor Pan Yueh-tsiao started the rebellion in Nanking and Shanghai. They even appointed Tsen Chun-hsuan Generalissimo. I was really surprised at his duplicity when I recollected that only last year, when Tsen Chun-hsuan came to Peking, he offered his services to train two divisions of troops with which to punish the rebellious, and yet he was suddenly in league with the rebel party. Later on, I heard that he went to Hongkong on a steamer and that he avowed through the Press his disinclination to mix with politics. 1. The President, unwilling to publish his evil acts, would have preserved his good name to the last if he repented and reformed. Unexpectedly, he despatched telegrams from Canton to Lung Tsi-kuang and Hsia Wen-ping, urging them to bring their respective forces to assist the rebels, thereby damaging the Republic. Such shortsighted and cunning duplicity was resorted to with the object of working the downfall of the Republic. What difference is there between his action and those of Huang Hsing and others? Let Tsen Chun-hsuan be arrested for punishment by the Tutuh and Civil Administrators of all the coast provinces.

Very curious incidents which have happened recently are now thought to be connected with the outrage, and due to the incomprehensible caprice of the same individual. Several weeks ago, on a Sunday morning, some old cotton hobbins and dirty rags were found hanging behind the vestry door, whilst two days later some huge Chinese characters were scrawled over the Church doors.

It is thought that the outrage has been committed by some one of a fanatical turn of mind who probably at some time or other embraced the faith and has since deserted it. Some persons have testified to having seen a Chinaman hanging suspiciously about the place and the police would like to make the acquaintance of this individual. The entrance and exit of the perpetrator of this sacrilegious act was effected by means of a window which was forced open.

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A SACRILEGIOUS ACT AT SINGAPORE.

An extraordinary outrage has been committed at the Wesley Church, Fort Canning Road, says the Singapore Free Press. The pastor, the Rev. Oechsli, on entering the vestry on Saturday afternoon, was painfully surprised to find the place in much confusion and the remains of a large bonfire in the centre of the floor. Examination proved this to be composed of all the Bibles, hymn books, etc., which had been carefully collected and deliberately set fire to. All of the books, which included even the large and handsome sacred volume from the pulpit, together with a small library of school books, were totally destroyed.

The damage in respect of books alone is estimated to be somewhere about \$300. In addition the five old damages in the vestry, to the floor and ceiling, which will probably entail an expenditure of a further \$200. The Church itself plainly had an extremely narrow escape of being burned down.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 12 o'clock on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 33. Telephone No. 12.
Telegraphic Address: "Press."
Codes: A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

UNDER the Distinguished Patronage of the OFFICER ADMINISTERING THE GOVERNMENT, THE HON. MR. CLAUD SEVERN.

A GRAND PROMENADE CONCERT

WILL BE GIVEN ON THE HONGKONG CRICKET CLUB GROUND.

ON WEDNESDAY.

The 3rd September, 1913, at 9.15 P.M. At which several Ladies and Gentlemen have kindly consented to assist. By kind permission of Major Dickenson and Officers, the Band of the 2nd Batt. D.C.L.I. will play selections. Tickets may be obtained at the Hongkong Cricket Club, and at Messrs. MOUTRIE & Co., Ltd. Full Programme will be published later. Hongkong, 1st September, 1913. [1077]

U. S. R. C.

THERE will be an EXTRAORDINARY GENERAL MEETING of the Club Grounds on WEDNESDAY, Sept. 10th, at 5 P.M.

To discuss the repairs to the Club Building and any other matters connected with this subject. All Members are particularly requested to attend and to be punctual.

By Order, T. M. WAKEFIELD, Capt., Hon. Secy. U. S. R. C. Hongkong, 1st September, 1913. [1078]

NORTHERN STEAMSHIP CO. OF ST. PETERSBURG.

FOR ODESSA AND BLACK SEA PORTS.

THE Russian Steamship

"PETER BERG."

Capt. H. Osholov, is expected to leave for the above ports on or about 1st September.

For Freight or further information, apply to BRADLEY & Co., Ltd., Agents.

Hongkong, 1st September, 1913. [1079]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THIRTEEN DUES OF LADING ISSUED FOR BALTIC, FINE, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"DEVANHA."

Captain W. R. Hickey, carrying His Majesty's Mails, will be despatched from this port for BOMBAY on SATURDAY, the 13th September, 1913, at Noon, taking Passengers and Cargo for the above ports, in connection with the Co.'s s.s. "MAINA," from Colombo, passengers accommodation in which vessel is secured before departure from Hongkong.

Sails and Valuable and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed by Bombay in the s.s. "BOYER," due in London on the 25th October, 1913.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, 1st September, 1913. [1]

NOTICE.

DURING my temporary absence from the Colony the affairs of the Company will be carried on by Mr. O. WURU.

S. MORIMOTO, Agent.

Hongkong, 25th August, 1913. [1002]

THE HONGKONG AND CHINA GAS CO., LTD.

NOTICE.

ON and from October 1st, 1913, the Price of GAS to the Public will be Reduced to \$2.50 per 1,000 Cubic Feet.

By Order of the Directors, J. McCUBBIN, Acting Local Secretary and Resident Engineer.

Hongkong, 9th August, 1913. [958]

MESSAGE.

SKILFUL Safety in the General or Electric.

MISS MORITA, Care of NOSHIMA HOTEL, 15, 16 and 17, Connaught Road, Opposite Blake Pier.

Hongkong, 8th May, 1913. [552]

ENTERTAINMENTS

THEATRE ROYAL. GRAND CONCERT AND VARIETY ENTERTAINMENT

UNDER the Distinguished Patronage of His Excellency THE HON. MR. CLAUD SEVERN, the OFFICER ADMINISTERING THE GOVERNMENT.

IN AID OF THE DIOCESAN GIRLS' SCHOOL BUILDING FUND.

ON SATURDAY, 6th SEPT., AT 9.15 P.M.

ASSISTED BY THE 2ND BN. D.C.L.I. STRINGED ORCHESTRA.

PRICES: \$3, \$2 & \$1.

BOOKING AT MOUTRIE'S.

Late (up to the Post, Hongkong, 21st August, 1913. [983]

INTIMATIONS

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE GOODS OF SOO PAO SUN (蘇葆笙) deceased.

NOTICE IS HEREBY GIVEN that the Court has by virtue of Section 58 of Ordinance No. 2 of 1897, made an Order limiting the time for Creditors and others to send in their Claims against the above Estate to the 15th day of September, 1913.

All Creditors and others are accordingly hereby required to send their Claims to the Undersigned on or before that date.

Dated the 8th day of August, 1913.

Messrs. DEACON, LOOKER, DEACON & HARSTON, 1, Des Vaux Road Central, Hongkong, Solicitors for the Administrator. [982]

NOTICE.

WE have much pleasure in announcing to our Numerous Patrons and Customers that we have opened a NEW SILK STORE in the most up-to-date Style and Fashion at the Large and Commodious Premises No. 38 and 40, QUEEN'S ROAD CENTRAL, lately occupied by Messrs. H. Ruttonjee & Son, whom we are displaying an entirely new, Handsome and Gorgeous Stock of SILK GOODS and JEWELLERY WARE of all Descriptions in a Variety of New, Elegant and Attractive Designs and Patterns.

The Stock Includes a Choice Selection of Turkish, Persian and Indian SILK CARPETS and WOOLLEN RUGS in Choice and Elegant Patterns.

Prices Specially Reduced for Summer. Cheapest Store in the Colony.

An Early Visit Earns the Solicited.

D. CHEELLARAM, Hongkong, 26th July, 1913. [907]

FOR THE SUMMER MONTHS SPECIALITIES

CORNER OX TONGUES, CORNER BEEF, CORNER PORK.

PRESSED BEEF, GERMAN SAUSAGES.

These are a few of the delicacies offered for sale by

THE DAIRY FARM Co., Ltd.

26

GRACA & CO.

PRINCE ST. (Hongkong Hotel Building).

Dealers in POSTAGE STAMPS, PICTORIAL POST CARDS, CIGARS, BOOKS, TOYS, &c.

Just Received

FRESH SUPPLY OF VEGETABLE SEEDS.

1076

FOR EUROPE AND AMERICA:

INDIA, AUSTRALIA, &c.

and for

PRIVATE RESIDENTS AT THE OUTPOSTS, A Comprehensive and Complete Record of the

NEWS OF THE FAR EAST is given in the

HONGKONG WEEKLY PRESS.

with which is incorporated THE CHINA OVERLAND TRADE REPORT.

Subscription, paid in advance, \$12 per annum. Postage 2 to any part of the World.

INTIMATIONS

LANE, CRAWFORD & Co.

PIANO DEPARTMENT

SPECIAL OFFER FOR TWO WEEKS ONLY

OF THE WHOLE OF OUR STOCK OF

MAGNIFICENT NEW PIANOS

By BROADWOOD, DORNER, COLLARD, CHALLEN, ETC.

AT ENORMOUS REDUCTIONS

FOR CASH ONLY.

MUSICAL INSTRUMENTS, VIOLINS, BANJOS, MANDOLINES

BRASS INSTRUMENTS AT HALF-PRICE.

A few of the Bargains are mentioned below:

PIANOS	USUAL PRICE	SALE PRICE
Ebonized Solid Mahogany by Challen & Son	\$375	\$475
Solid Mahogany Cottage by Collard & Collard	\$550	\$450
Ebonized Mahogany Cottage by Collard & Collard	\$600	\$500
Ebonized Mahogany Cottage by Broadwood	\$600	\$500
Ebonized Mahogany Cottage by Broadwood	\$700	\$600
Solid Oak with Folding Doors by Broadwood	\$750	\$600
Ebonized Baby Grand by Broadwood	\$1,300	\$1,000
Ebonized Upright Model by Dorner & Sohn	\$750	\$640
Ebonized Piccolo Grand by Dorner & Sohn	\$1,150	\$970

MUSIC.

VOCAL SCORES:—USUAL PRICE \$1.50, SALE PRICE \$1.00 EACH.

SHEET MUSIC:—SONGS, WALTZES, ETC., USUAL PRICE \$1, SALE PRICE 50 CENTS EACH.

SOILED SHEET MUSIC 20 CENTS PER COPY, 6 FOR \$1.00.

The above Department will shortly be transferred to Mr. WM. ANDERSON, our Piano Manager, who will carry on the Business at New Premises.

LANE, CRAWFORD & Co.

PEEK, FREAN & CO.'S CELEBRATED BISCUITS.

CAN BE OBTAINED FROM—

WING ON Co.

SINCERE Co.

KWONG HIP SHING.

KWONG WAH.

KWONG FOOK CHEONG.

AND OTHER LEADING GROCERS.

ASK FOR OUR SPECIAL NOVELTIES:

PAT-A-CAKE.

SHORTCAKE.

TEDDY BEAR.

Other well-known Biscuits such as Marie, Petit Beurre, Milk, Nice, Osborne, etc., are also made by us and Sold at Prices which Compare Favourably with any other Maker's.

REPRESENTATIVES FOR SOUTH CHINA:

MAEWEEN, FRICKEL & Co.

1st May, 1913 HONGKONG AND CANTON. [992-2]

SUN Co.

CHEN KWONG.

M. Y. SAN.

M. ALLISON.

SAN KWOK MAN.

LEMON PUFF CREAM.

CLOTTED CREAM.

TO LET

TO BE LET.

THE PREMISES at present occupied by Miss Gaila, Lee House Street, opposite the King Edward Hotel, from 1st October.

For particulars, apply to—THE MEDICAL HALL.

Hongkong, 30th August, 1913. [1024]

TO LET.

MODERN THREE-ROOMED FLATS with every convenience, Humphreys Buildings, Cornwall Avenue, Kowloon.

No. 2, MINDEN VILLAS, Moly Road, Kowloon, Five Rooms, Tennis Court.

FOUR-ROOMED HOUSES in Cameron Terrace, Granville Avenue and Salisbury Avenue, Kowloon. Cheap rentals.

SHOP with GODOWN attached, Nathan Road, Kowloon.

Apply to—HUMPHREYS ESTATE & FINANCE Co., Ltd., Alexandra Buildings.

Hongkong, 12th August, 1913. [964]

TO LET.

SHOP, No. 12, Queen's Road Central.

No. 9, MOUNTAIN VIEW, PEAK.

No. 5, STEWART TERRACE, PEAK.

Apply to—M. J. D. STEPHENS.

Hongkong, 17th July, 1913. [792]

TO LET.

NO. 2, MOUNTAIN VIEW, THE PEAK.

Apply—Linstead & Davis.

Hongkong, 10th June, 1913. [780]

TO LET.

HOUSES in TORRES BUILDINGS, KIMBERLEY ROAD, Kowloon, from the 1st October.

Apply to—SPANISH DOMINICAN PROCURATION.

Hongkong, 27th August, 1913. [1012]

TO LET

TO LET.

FURNISHED for one year from 1st November next, "COOMBE," Magazine Gap, with Tennis Lawn.

Furnished, "KIRKENDOE," No. 118, PEAK.

"ROGATE," Austin Road, Kowloon, from 1st October.

MERION, No. 10, PEAK. Furnished or Unfurnished. 6 ROOMS Cheap rental.

To Let or For Sale, "GLENSHIEL," No. 124, Barker Road, Peak. 5 ROOMS.

For Sale, "LABROOKE," No. 9, Conduit Road. Fine View of Harbour, 8 Rooms, 3 Bathrooms, Garden and Tennis Court. Accommodation for 30 Servants.

For Sale, "HARTING and ROGATE" on part of Kowloon Island Lot No. 1154.

Apply to—Linstead & Davis.

3rd Floor, Alexandra Buildings, Hongkong, 1st September, 1913. [64]

TO LET.

"RANFURLY," No. 11, Conduit Road.

GODOWNS, 94, Wanchai Road, 102, Praya East.

Apply—THE HONGKONG LAND INVESTMENT AND AGENCY Co., Ltd.

Hongkong, 1st September, 1913. [65]

TO LET.

OFFICE in ALEXANDRA BUILDINGS.

Apply—A. S. WATSON & Co., Ltd.

Hongkong, 22nd August, 1913. [996]

FOR SALE.

GAS COMPRESSOR with ELECTRIC MOTOR and FITTINGS. Will increase ordinary lighting power by 25 per cent. without extra cost.

Apply—MANAGER.

Hongkong Daily Press Office.

PUBLIC COMPANY

MESSRS. A. S. WATSON & CO., LTD.

SHARE CERTIFICATE No. 6008 for

STWENTY FIVE (25) SHARES

numbered 7777 to 7775 inclusive fully paid-up, standing in the Register in the name of JEROME

PAAGER of Manila, having been LOST or DESTROYED. NOTICE IS HEREBY

GIVEN that, unless the said Certificate be produced at the Office of the Company, Alexandra Buildings, Des Vaux Road Central, Hongkong, on or before the 23rd September, 1913, New Certificate for the said Shares will be issued and the Old Certificate will thereafter be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 23rd August, 1913. [1001]

NOTHING BETTER FOR THE SEASON!

JUST RECEIVED.

STYLISH BATHING DRESSES and CAPS.

FINEST VOILES, STRIPED, FLOWERS and FANCY.

FINEST MUSLINS, PLAIN and DOTTED, EMBROIDERED MATERIALS, &c., &c.

You will find Our Range incomparable for Quality, Style and Prices.

HOOSAIN-ALI & Co., 10, D'ARQUILLA STREET, Hongkong, 26th June, 1913. [45]

ON SALE

AT THE

HONGKONG DAILY PRESS

OFFICE.

NEW AND UP-TO-DATE

PLANS OF THE SI-KIANG

or

WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns en route from CANTON to WUCHOW.

Hongkong, 5th April, 1913.

BANKS

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, N. J. STABB, Chief Manager.

Hongkong, 1st July, 1911. [19]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000

RESERVE FUND £1,700,000

RESERVE LIABILITY OF PROPERTIES £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWITT, Acting Manager.

Hongkong, 14th April, 1913. [181]

NEDERLANDSCH-INDISCH HANDELSBANK.

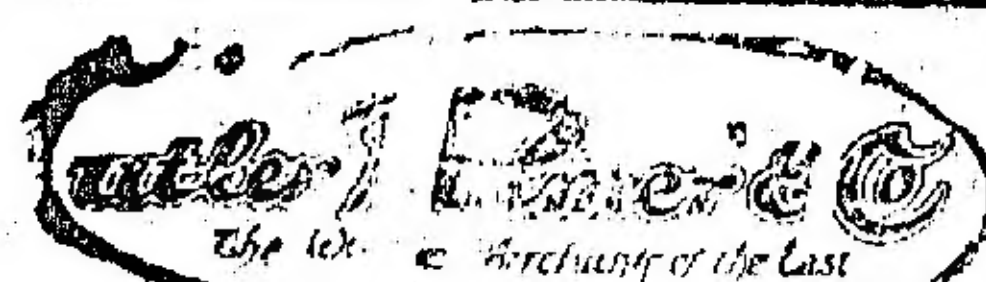
(NEDERLANDSE INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital Fl. 30,000,000 (£2,500,000)

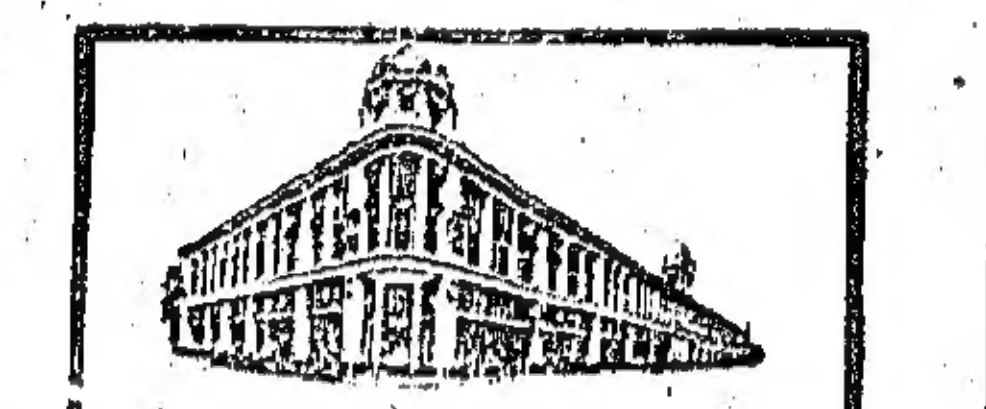
Paid-up Capital Fl. 17,407,000 (£1,450,583)

Reserve Fund Fl. 6,518,000 (£543,169)



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JOHNSON'S**

'SO UARE BOTTLE'
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
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IMITATIONS.**
SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.,
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These tiny Capsules — superior
to Copal, Cubens, and Injections —
CURE the same dis-
eases as these drugs in
FORTY-EIGHT HOURS
without inconvenience.
Each Capsule bears the name.
Paris, 8, rue Vivienne
Sold by all Chemists.

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THERAPION No. 1
CURES DISCHARGES, RHEUMATISM, WITHOUT INJECTIONS.
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CURES GONORRHOEA, LEUCORRHOEA, WITHOUT INJECTIONS.
THERAPION No. 3
CURES CHRONIC NEURALGIA, DRAGS, LOSS OF VIGOR, ETC.
SOLD BY LEADING CHEMISTS, PHARMACIANS, AND DRUGGISTS.
FREE BOOK NO. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.
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SEE THAT TRADE MARK WORD 'THERAPION' IS ON
BOTTLE. GOTT. BRAND APPROVED BY ALL GOVERNMENT AUTHORITIES.
INSIST ON HAVING THERAPION.

ON SALE.
A TABLE OF THE
RATES OF EXCHANGE AT BOMBAY
For Demand Drafts on London on the day
of or preceding the departure of the
English Mail; also Table of the
Yearly Approximate Averages
for 36 years.
From 1874 to 1909.
Price 2s. Cash.
On Sale at the DAILY PRESS Office
Local Bookellers.

NAVAL SENIORITY IN SHANGHAI.

RANK OF BRITISH ADMIRAL.

In the House of Commons on the 7th instant, Mr. Gershom Stewart asked the First Lord of the Admiralty whether the Japanese admiral was senior officer in command of the bluejackets and marines landed during recent operations at Shanghai; whether the British admiral held the full rank of vice-admiral while on the China Station; and what was the rank of the Japanese admiral at present in command of the landing parties. Lord C. Beresford also inquired whether a vice-admiral had been in command of the British naval force in Chinese waters since 1865; whether the present Commander-in-Chief in China held the rank of rear-admiral with temporary rank as acting vice-admiral; whether a Japanese admiral, as senior naval officer, present, lately assumed command of the international forces landed at Shanghai; and whether, having regard to the British interests in the East and the importance to Great Britain of maintaining the prestige which it had always held in those waters, the Admiralty would consider the propriety of ensuring that the British Commander-in-Chief should not in any circumstances be placed in a position making him subordinate to the admiral of any foreign nation. Mr. Macnamara (Secretary to the Admiralty) replied:—In accordance with the usual practice, the British Commander-in-Chief on the China Station is an officer of the rank of vice-admiral. For the first two months after assuming command he held the acting rank only, but he now holds the substantive rank. The Japanese flag officer in command of the international landing parties at Shanghai is also a vice-admiral, but senior in that rank. Had the British Commander-in-Chief happened to be the senior, it by no means follows that he would have landed on this occasion. The prestige of this country would not, in my opinion, be well served by filling naval posts with officers of unnecessarily high rank merely in order to make it more difficult for officers of other nations to be senior. It could not, of course, be made impossible.

THE SHANGHAI COTTON MANUFACTURING CO., LTD.

At a meeting of directors held last week it was decided to recommend to shareholders at the fifth annual general meeting which is proposed should be held on 11th proximo, subject to receipt of the auditors' report, the appropriation of balance at credit of profit and loss account for the year ended June 30th, 1913, as follows:

To depreciation	Tls. 55,749.70
Carry to fund reserve for equalisation of dividends	200,000.00
To reserve for repairs and renewals	100,000.00
Pay to shareholders per share a dividend of Tls. 6.00	
And a bonus of Tls. 4.00	
Tls. 10.00, viz.: 200,000.00	
To credit of new account	11,747.84
Tls. 567,497.64	

THE BRITISH-AMERICAN TOBACCO COMPANY.

A FURTHER INCREASE OF CAPITAL.

It was decided at a meeting of shareholders in London last month to increase the capital of the British-American Tobacco Co., Ltd., to £14,500,000, by the creation of 3,500,000 additional ordinary shares of £1 each. Mr. Joseph Hood, one of the deputy chairmen, who presided, said in the course of his speech:

The business of the company is increasing so rapidly that the recent issue of 1,000,000 Preference shares of £1 each will not provide sufficient capital to meet our requirements. Therefore, unless the progress of the company is to be arrested, it is necessary either to increase the Ordinary share capital or to use part of the profits, and thus reduce the rate of dividend on the Ordinary shares. I do not think, however, from what I know of the Ordinary shareholders, that the latter course would meet their views. Now, apart altogether from the increased output from the factories, which involves the necessity for larger stocks of leaf tobacco, as well as machinery, plant, etc., the price of leaf recently has been steadily advancing, and, therefore, more money is required to purchase supplies. We are also at present engaged upon erecting additional factory accommodation at Liverpool, and are opening a factory at Southampton to cope with the extended business. In addition, the directors think that there may shortly be opportunities to make judicious investments in parts of the world where the company is not operating now to any great extent.

As you know, we operate in various parts of the world through subsidiary companies, and as they are largely extending their trade, they look to us to provide them with additional working capital. It is not expected that it will be necessary to make an issue before the early part of next year, and then only part of the amount to be authorized will be offered. Such issue, I may mention, will whenever it takes place, in accordance with the Articles of Association be offered *pro rata* to the Ordinary shareholders.

Perhaps I may be expected, as it is a general meeting of the shareholders, to say a word or two on the dividend prospects, particularly as we increased our Ordinary and Preference share capital at so recent a date. Our financial year has still two more months to run—that is, it ends on September 30—but, so far as we can see, there is no reason why, in the absence of any unforeseen circumstances, the dividends for the year should not be at least equal to the rate of 26½ per cent., free of income-tax, paid upon the Ordinary shares last year, which, I may remind you, was distributed on a much smaller capital so far as the greater part of the year was concerned.

**WM. POWELL,
LTD.**
TELEPHONE 346.

COMBINED WITH
BRUSH SUCTION
VACUUM SUCKS UP
DIRT AND DUST.
LIGHT TO STRONG
WORK.
EXCEPTIONALLY LOW PRICED.

WORLD'S FASTEST TRAIN.

A TRIP ON THE PARIS TO CALAIS EXPRESS.

SEVENTY-FIVE MILES AN HOUR.

Mr. G. Ward Price wrote this thrilling story for a recent issue of the *Daily Mail* Overseas edition:—

In July and August the Gare du Nord is the most Anglo-Saxon place in Paris. A ceaseless tide of English travellers ebbs and flows through it half a dozen times a day.

Few of these gay home-going English people who crowd the great station realise that the train in which they are actually travelling is the fastest train in the world—a train that reaches the speed of seventy-five miles an hour.

There are two trains each day from Paris that attain this speed during their journey of three hours and ten minutes to Calais. Their average for the 185 miles is fifty-seven miles an hour, but there are gradients to be mounted, there are checks at signals to be made up, there are junctions that must be passed through cautiously, and curves to be rounded where the speed must drop to below forty. The high average of fifty-seven is only kept up by travelling over the long straight reaches of the line, where it is perfectly safe to do so, at seventy-five miles an hour, the highest speed allowed by law in France.

To realise to the full the terrific effect of the enormous mass hurtling along at such a speed a post on the engine is the only place. It was by a favour of the Nord Company that I have had this experience. Holding on to an upright rod of steel, I stood behind the driver, a typical mechanic of the race that are the best mechanics in the world.

With one hand on the Westinghouse brake and the other on the regulator, he peered through his little window along the side of the great green boiler stretching out like a gigantic motor car bonnet in front of us. On the other side of the engine cab was the stoker, keeping a look-out along the line through another little window. Every three minutes he would swing open the great white maw of the furnace in front of the cab and throw in five or six great shovelfuls of coal from the tender behind me, distributing them with a deft turn of the wrist evenly over the great bed of flame four yards long within. I counted these shovelfuls—337 of them during the journey, each holding as much as a drawing-room seat. Four tons we used in going from Paris to Calais.

In front of the driver was the speedometer. Over his shoulder I watched the needle climb gradually up the scale. "Good," I shouted above the roar as the pointer reached the 60-mile an hour mark. "Nothing," I saw his lips say in reply. "Uphill," he made an ascending gesture with his hand. Looking through the window I saw that we were mounting a gradual slope to a distant skyline. A moment later we reached it. The begrimmed engine-driver touched me on the arm. "Now—look!" he roared in my ear pointing to the speedometer.

We were on a down-slope. The din of the heavy train increased. The floor of the 80-ton engine swung from side to side. The thick steel rod to which I was holding quivered and jerked as if it was loose. The needle leapt up the dial in a series of convulsive little jerks. Fields on either side of the line were streaming giddily past us, with every feature flashed out of sight till they looked like no more than a streak of green paint from a brush. The line stretched far ahead of us, a gleaming ribbon of steel, ceaselessly devoured by the roaring monster of a train.

Up and up went the pointer: 60—70—75 miles an hour. And at that speed it hung for ten minutes. During that time we shot through woods that we only saw when they were past; we tore across a viaduct from one hill to another at such a speed that I could have vowed we had leapt the valley clear. We shot past a local train on another line as a motor car overtakes a rabbit. We hurtled through tunnels black as a mine, where the roof pressed down on one till eardrums were fit to burst with the din. Through villages that never saw us; past stations that whizzed by the Calais express tore on its way, until far down the line a signal barred the road. The driver swung a lever; there was a buzz of steam, and in the space of a few yards it seemed we were crawling along at four miles an

hour. "Guigne," said the driver. "We shall lose four minutes." "Can't you go faster than seventy-five?" I asked him. "We could, but we are not allowed. There is a speed register. See," he touched a tiny official seal of lead. The Government inspector takes out our speed record for each journey. It would be a record above seventy-five miles an hour there would be trouble.

"How fast could you go?" "Oh, 80—90—perhaps more. Pardon!"—the signal had changed, and three minutes later we were at full headlong speed again. "We made up the four minutes lost at the signal, and fifty miles further on were a minute ahead of time. 'I like to be a minute ahead,' said the driver.

And with that much in hand we drew up in Calais Harbour alongside the wharves. It had taken 4 tons of coal and 140 cubic feet of water to take us there. Yet none of the passengers even glanced at the new \$5,000 engine that had brought them on their homeward way at this wonderful speed.

REPUDIATION OF CONTRACTS.

SERIOUS CASE FOR SHANGHAI DEALERS.

A serious situation, the *N.C. Daily News* says, has been created in the piece goods and yarn trades in Shanghai by the action of the Szechuan merchants, who have seized upon the news of trouble near Chungking as an excuse to cancel all their purchases, which to-day are estimated at 7,000 bales of yarn and 2,500 packages of piece goods, valued in all at about Tls. 1,300,000.

Of late years the up-country merchant, especially the Szechuanese, has been gradually taking up the position that, if he has profit, he takes away his cargo promptly, but that if he stands to lose in any way, he can delay delivery as long as it suits him. The present combined attempt on the part of all the Szechuan merchants to cancel all their engagements as one swoop is merely intended to drive the wedge further home.

It appears more than likely that the real underlying motive is a scheme to buy back the same cargo at a cheaper price a week or a month hence.

A FALSE CONTENTION. Hitherto the local dealer has been afraid to take strong measures to force the up-country man to adhere to his contracts as the local man ran the risk of being boycotted by all the buyers from the province and has therefore submitted quietly for a long time past to much unjust and unfair treatment. Consequently, the Szechuan men have acted under the impression that the local men would submit meekly; and no doubt the former confidently counted on being able to buy in cheaply after allowing the local dealers to "freeze" for a few weeks.

The worm has turned, however, and both the Piece Goods and Yarn Guilds have taken up a strong attitude. They are presenting a united front and are resolved to force the merchants to adhere to their contracts. The Szechuan merchants' contention that trouble in Chungking makes business impossible for them is disproved by the fact that, since the first reports of the outbreak there, they have actually made fresh purchases and effected moderate deliveries. Moreover, the prosperity of the province and the peace that has prevailed there, except in the city of Chungking, all point to excellent conditions of trade.

WANTED, A REAL AUTHORITY. The root of the trouble is that there is now practically no law in the country and no official of the type of the old Viceroys who could be appealed to for justice in a case of this sort.

AN EXPLANATION DEMANDED.

At a meeting of the local Piece Goods Guild, which was held on Monday to consider the serious situation created in the piece goods and yarn trades in Shanghai by the action of the Szechuan merchants in repudiating their contracts, it was decided that, before any further steps be taken, a letter should be forwarded by the meeting to the Szechuan Merchants Guild asking for a statement of their case in writing.

Up to the present the repudiation of contracts has been merely verbal, and therefore it was a wise precaution on the part of the Piece Goods Guild to ask for



It is a source of endless pleasure to the entire household.

Always ready to play at any time for any member of the family, and the Victor repertoire includes every kind of music any one can desire.

PRICES \$35 TO \$345.
EXCLUSIVE DISTRIBUTORS:
S. MOUTRIE & CO., LTD.

"HONGKONG DAILY PRESS" PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST	\$10.00	MISSIONARY DIRECTORY, on paper cover	0.80
Do Do Smaller Edition	6.00	MISSIONARY DIRECTORY, on cloth cover	1.00
CHILDREN OF FAR CATHAY, a Social and Political Novel, by C. J. Halcombe	3.50	DOG AND GUN in New Territory FROM HONGKONG TO CANTON BY THE PEARL RIVER—A Book for the Globetrotter, by Capt. C. V. LLOYD, with Maps and Illus.	1.75
THE JUBILEE OF HONGKONG, being an Historical Sketch, to which is added an Account of the Celebrations in 1891	1.00	HONGKONG WEEKLY PRESS, half-yearly vol., bound	7.50
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TEMPORARY MINING REGULATIONS IN CHINA	0.50	RATES OF EXCHANGE AT HONGKONG, English Mail days 1874	
REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA	0.50	BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail Days, 1893	1.00
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MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Ladysmith Relief Column	1.00	PLAN OF THE WEST RIVER	1.00
WARLIKE EXPLOITS OF THE MERCHANT NAVY, by J. E. Featherstonhaugh	1.00	" VICTORIA	1.00
POLITICAL OBSTACLES TO MISSIONARY SUCCESS IN CHINA	0.25	" KOWLOON	0.75
TRADE MARK REGULATIONS IN CHINA	0.25	" PEAK	0.75
		" NEW TERRITORY	0.75
		POWER OF ATTORNEY FORM	0.20
		MAIL TABLES for 1913	0.30 & 0.25

NOTICES TO CONSIGNEES

FROM EUROPE.

THE H.A.L. Steamship

"SENEGAMBIA,"
Capt. H. Heber, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Hongkong and/or Kowloon whence delivery may be obtained against Bills-of-Lading countersigned by the Underigned.

Optional Cargo will be carried on unless notice to the contrary be given To-day.
All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Sept. will be subject to sale.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 2nd Sept., at 9.30 A.M.
No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:
Ex ss. "Horn King" from Holmestrand.
HAMBURG-AMERICA LINE.
Hongkong Office.
Hongkong, 27th August, 1913 [1017]

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBRO',
IMMINGHAM, LONDON AND
SINGAPORE.

THE Steamship

"GLENLOGAN,"
Captain Jas. McGregor, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Underigned, Goods remaining undelivered after 4th Sept. at Noon will be subject to sale and landing charges.

All claims must be sent in to me on or before the 7th Sept., or they will not be recognized.
All damaged packages will be examined on 4th Sept., at 3 p.m.
No Fire Insurance has been effected.
S. C. de BUSSIERE,
Acting Agent.
Hongkong, 29th August, 1913. [1023]

ON SALE.
HONGKONG HANSARD REPORT
of the
LEGISLATIVE COUNCIL for the
Session 1912.
REVISED BY THE MEMBERS.
PRICE - - - \$5.
DAILY PRESS OFFICE,
Hongkong, 25th June, 1913.

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENALDER,"
FROM MIDDLESBRO', LONDON
AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Sept. will be subject to sale.

All Claims against the Steamer must be presented to the Underigned on or before the 2nd Sept., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd Sept., at 11 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.
Hongkong, 26th August, 1913. [1011]

S.S. "MAGELLAN"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex ss. "Sidan" and "Beaue" from Havre ex ss. "Bosque" and from Bordeaux ex ss. "Ville d'Arras" in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Underigned, Goods remaining undelivered after 4th Sept. at Noon will be subject to sale and landing charges.

All claims must be sent in to me on or before the 7th Sept., or they will not be recognized.
All damaged packages will be examined on 4th Sept., at 3 p.m.
No Fire Insurance has been effected.
S. C. de BUSSIERE,
Acting Agent.
Hongkong, 29th August, 1913. [2]

SHIPPING

For Freight and Further Particulars, apply to Telephone No. 215 Sub Ex. No. 9
JARDINE, MATHESON & Co., Ltd.
AGENTS. (49)

PACIFIC MAILS.S.C.

THE AMERICAN LINE TO SAN FRANCISCO.

MONGOLIA 27,000 tons, twin screws	COMFORT.	FROM HONGKONG calling at SHANGHAI, NAGASAKI,
MANCHURIA 27,000 tons, twin screws		KOBE (via Inland Sea),
KOREA 18,000 tons, twin screws	SAFETY.	YOKOHAMA and HONO-
SIBERIA 18,000 tons, twin screws		LULU (the Paradise of the
Also NILE ... 11,000 tons.	SPEED.	Pacific) through Service via
CHINA ... 10,200 tons.		NEW YORK to Europe.
PERFIA ... 9,000 tons.		

SOME FEATURES OF SERVICE.

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS, WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, AND BILGE KEELS. CUISINE UNDER PERSONAL SUPERVISION OF MR. V. MORONI, ONE OF THE WORLD'S MOST FAMOUS CATERERS.

THE COST:—By this route to London with its unrivalled opportunities is £71-10-0, for a return ticket £120. To San Francisco via Japan and Honolulu the cost is £45. By the INTERMEDIATE SERVICE First Class accommodations are provided for £65 to London (return ticket £109) and to San Francisco £36. SPECIAL RATES to Army and Navy Officers, Diplomats, Consular and Civil Service, on application.

STEAMERS	Tons	Sailing
PERFIA	9,000	SATURDAY, 13th Sept., at Noon
KOREA	18,000	SATURDAY, 14th Sept., at 1 P.M.
SIBERIA	18,000	SATURDAY, 14th Oct., at 1 P.M.
CHINA	10,200	TUESDAY, 21st Oct., at Noon
MANCHURIA	27,000	TUESDAY, 21st Oct., at 1 P.M.
NILE	11,000	TUESDAY, 23rd Oct., at 9.45 A.M.
MONGOLIA	27,000	SATURDAY, 8th Nov., at 1 P.M.
PERFIA	9,000	TUESDAY, 25th Nov., at Noon.

Passengers holding through Tickets have the privilege of travelling by Train between KOBE and YOKOHAMA Free of Charge.

HONGKONG-MANILA SERVICE.

FROM HONGKONG.	ARRIVE MANILA.	FROM MANILA.	ARRIVE HONGKONG.
13th Sept. ... PERFIA	15th Sept.	10th Sept. ... PERFIA	4th Sept.
14th Oct. ... CHINA	16th Oct.	10th Sept. ... KOREA	12th Sept.
23rd Oct. ... NILE	20th Oct.	24th Sept. ... SIBERIA	26th Sept.
25th Nov. ... PERFIA	27th Nov.	2nd Oct. ... CHINA	4th Oct.
30th Dec. ... CHINA	1st Jan.	9th Oct. ... MANCHURIA	11th Oct.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier). **R. C. MORTON, AGENT.**
Panama-Pacific International Exposition—San Francisco—1915.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN,
VIA SHANGHAI.

For STEAMERS TO SAIL.

MARSEILLES VIA PORTS ... {AUSTRALIEN ...} On 9th Sept., at 1 P.M.
Capt. Goubaud.
TRANSHIPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in MARSEILLES.
For further particulars apply to
S. G. DE BUSPIERRE, ACTING AGENT,
QUEEN'S BUILDING.

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).
DESTINATION STEAMERS TONS DATE OF SAILINGS.
SHANGHAI, YOKOHAMA, "YEDDO" ... 7,200 ... On 13th Sept.
KOBE and MOJI ... "PEKING" ... 6,500 ... About 30th Sept.
For Freight and Further Particulars, apply to
ARTHUR NIELSON & Co.,
YORK BUILDINGS, TOP FLOOR.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.
FROM HONGKONG: 27th Sept. Connecting with "KATANGA"
FROM COLOMBO: 13th Oct.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For Rates and Further Information, apply to
THE BANK LINE, LIMITED,
MANAGING AGENTS.

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "JELUNGA," 5,206 tons, Captain J. R. O. Sullivan, will be despatched for SHANGHAI, KOBE and MOJI on 15th September.
S.S. "ARRATON APCAR," 4,450 tons, Capt. W. Walker, will be despatched to KOBE & MOJI (Yokohama if sufficient inducement offers) on 19th September.

WESTWARD.

S.S. "GREGORY APCAR," 4,500 tons, Capt. J. E. Drake, will be despatched for SINGAPORE, PENANG and CALCUTTA on 14th September.
S.S. "DILWARA," 5,328 tons, Captain G. N. Ramsay, R.N.R., will be despatched as above on 21st September.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply to
DAVID SASSOON & CO., LTD.,
HONGKONG, 28th August, 1913.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

MONDAY, 1 SEPT. 1913.

8 a.m. HONAN. 8 a.m. HEUNGSHAN.
10 p.m. FATSHAN. 5 p.m. KINSHAN.

TUESDAY, 2 SEPT. 1913.

8 a.m. HEUNGSHAN. 8 a.m. HONAN.
10 p.m. KINSHAN. 5 p.m. FATSHAN.

A Telephone Service has been recently installed on the Canton Company's Steamers. Day Steamers Call No. 776, Night Steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. S.S. SUI AN, Tons 1,651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 7 SEPTEMBER, 1913.

The Company's Steamship

"SUI AN"

Will depart from the Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m. N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM, 538 tons, and S.S. NANNING, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUL. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions (First Floor), opposite the Blake Pier.

**SAN FRANCISCO SCENIC ROUTE**

TRANS-PACIFIC

TOYO KISEN KAISHA

TRANS-CONTINENTAL

WESTERN PACIFIC

DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TENYO MARU ... 22,000 tons.
S.S. CHIYO MARU ... 22,000 tons.
S.S. SHINYO MARU ... 22,000 tons.

S.S. NIPPON MARU ... 11,000 tons. (Intermediate.)
S.S. HONGKONG MARU ... 11,000 tons. (Intermediate.)
THE QUICK AND COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA, PHILIPPINES AND THE FAR EAST, VIA HONOLULU.

These Vessels present the Farthest Advance in the Science of Shipbuilding, being Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment of Passengers, including Wireless Telegraphy, Automatic Safety Devices, Electric Lights in every Cabin, Electric Fans in every Stateroom, Brass Beds, Porcelain Bathrooms, Steam Laundry, Nursery and Playground for Children, Open Air Gymnasium, Moving Picture Shows, Swimming Tanks, Orchestral Concerts. Perfect Service—Unequaled Cuisine.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. Lines connect at San Francisco with the Pullman Trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE. Through Standard Sleepers. Through Tourist Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots. New Lands, Cities and Scenes—Hundreds of Miles through the Gorgeous Scenery of the Sierras—Feather River Canyon—and the Royal Gorge of Colorado. Convenient connections at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points. When taking out Passage over the SAN FRANCISCO SCENIC ROUTE ask for Ticket form No. 625.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

57, 75, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "AFRICA," 8,840 tons, will leave as above on 15th Sept., at 4 P.M.
Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside Cabins. Doctor, Stewardesses, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA
STRAITS (CALCUTTA), COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "VORWAERTS," 12,000 tons, will leave as above about 4th Sept.
These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardesses, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.
BY SIMPLON EXPRESS:
Via Venice, Milan, Simplicon, Lugano, Paris, Calais or Boulogne, Class I £23.15, II £23.15.
BY ST. GOTTHARD EXPRESS:
Via Venice, Milan, St. Gotthard, Lucerne, Basle, Laon, Calais or Boulogne, Class I £23.15, II £23.15.
BY SEBRING EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £23.15, II £23.15.
BY TAVERN EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £23.15, II £23.15.
TO SHANGHAI.

FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

TO KOBE VIA SHANGHAI, YOKOHAMA.

S.S. "CHINA," 11,800 tons, will leave as above about 27th September.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WIELER & Co., Agents.

Hongkong, 1st September 1913. Prince's Building.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGA-	KITANO MARU Capt. F. B. Copo	16,000	WEDDAY, 10th Sept., at Night.
PORE, PENANG, COLOMBO, SUEZ and PORT SAID ...	IYO MARU Capt. Hirase	12,500	WEDDAY, 24th Sept., at Daylight.
VICTORIA, B.C., and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA ...	AWA MARU Capt. R. Shimizu	12,500	TUESDAY, 9th Sept., at 4 p.m.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE ...	SADO MARU Capt. Asakawa	12,500	TUESDAY, 23rd Sept., at 4 p.m.
	KUMANO MARU Capt. M. Winkler	9,500	WEDDAY, 24th Sept., at Noon.
	INABA MARU Capt. Tominaga	12,500	WEDDAY, 24th Oct., at Noon.
CALCUTTA via SINGAPORE, PENANG & RANGOON ...	COLOMBO MARU Capt. Kawashima	6,000	SATURDAY, 6th September.
BOMBAY via SINGAPORE, and COLOMBO ...	BOMBAY MARU Capt. Tozawa	6,000	SATURDAY, 6th September.
KOBE and YOKOHAMA ...	TANGO MARU Capt. Yoshikawa	13,500	THURSDAY 11th Sept., at 11 a.m.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA ...	TOSA MARU Capt. Sato	12,000	MONDAY, 15th September.
NAGASAKI, KOBE & YOKOHAMA ...	INABA MARU Capt. Tominaga	12,500	WEDDAY, 24th Sept., at 11 a.m.
SHANGHAI, MOJI and KOBE ...	RANGOON MARU Capt. Kamoshita	12,000	SUNDAY, 7th September.

§ Fitted with New System of Wireless Telegraphy.

Cargo only.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months. Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return	KOBE Return	MOJI Return	NAGASAKI Return
1st Class ...	\$135	\$122	\$108	\$95
2nd " ...	\$81	\$75	\$65	\$57

With option of Rail between Steamers' Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—
T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241.

[11-12-13]

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave HONGKONG	Connecting Steamers from Colombo to	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
to	HONGKONG	MARSEILLES & LONDON	SATURDAY	FRIDAY
Steamer	Noon, SATURDAY	Steamer	SATURDAY	FRIDAY
DEVANHA	Sept. 13	MALWA	Oct. 11	Oct. 17
ASSAYE	Sept. 27	MOOLTAN	Oct. 25	Oct. 31
CHINA	October 11	Through Steamer	N. 8	Nov. 14
DELTA	October 25	MARMORA	Nov. 22	Nov. 28
INDIA	Nov. 8	MOLDAVIA	Dec. 6	Dec. 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

On and after the present date the Fares to London and Marseilles will be as follows:—

	1st Saloon	2nd Saloon	Accommodation	Single	Return
LONDON	£85	£59	£29	£59	£97
MARSEILLES	£61	£44	£24	£44	£69
MARSEILLES	£51	£35	£20	£35	£57

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG About	Due MARSEILLES About	Due LONDON About
NANKIN	September 3	October 9	Oct. 19
NYANZA	September 17	October 24	Nov. 2
NOBE	October 1	Nov. 5	Nov. 15
NILE	October 15	Nov. 19	Nov. 29
SYRIA	October 29	Dec. 2	Dec. 11
SUMATRA	November 12	Dec. 15	Dec. 24

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:

1st Saloon £50 Single: £75 Return.

2nd Saloon £35 " £52

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MAUSBILLES.	NANKIN	10 A.M. 3rd Sept.	Freight and Passage.
SHANGHAI, MOJI, KOBE (NILE) AND YOKOHAMA.	Capt. Owen Jones, R.N.R.	About 4th Sept.	Freight and Passage.
SHANGHAI	ASSAYE	About 11th Sept.	Freight and Passage.
LONDON VIA USUAL PORTS DEVAHNA OF CALL	Capt. G. J. Coldwell	Noon 13th Sept.	See Special Advertisement.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 1st September, 1913.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS
TSINGTAU, NEWCHANG & CHINWANGTAO	ICHANG	On 2nd Sept., D'light.	
SWATOW, WEIHAUW, CHEFOO, & TIENTSIN	HUIHOW	On 2nd Sept., Noon.	
MANILA, CEBU AND ILOILO	CHINHUA	On 2nd Sept., 4 P.M.	
SHANGHAI	ANHUI	On 4th Sept., 4 P.M.	
NINGPO AND SHANGHAI	NINGPO	On 5th Sept., D'light.	
SHANGHAI	CHENAN	On 6th Sept., M'night.	

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".
MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "LINAN" and the S.S. "LUCHOW" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A J.C.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.
These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.REDUCED FARES:—SINGLE \$45.....RETURN \$75.
For Freight or Passage apply to—
HONGKONG, 30th August, 1913. TELEPHONE 36. AGENTS. [7]

HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.)

MAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Adriatic, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE AND YOKOHAMA: S.S. LIBERIA ... 11th Sept.	FOR MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP: S.S. O. J. D. AHLERS ... 6th Sept.
S.S. ALBENGA ... 20th Sept.	FOR HAVRE & HAMBURG: S.S. BELGRAVIA ... 13th Sept.
S.S. SUEDEMARK ... 20th Sept.	FOR HAVRE, ANTWERP & HAMBURG: S.S. GRACIA ... 18th Sept.
S.S. ARABIA ... 6th Oct.	FOR HAVRE, BREMEN & HAMBURG: S.S. SCANDIA ... 18th Sept.
S.S. SEGOVIA ... 20th Oct.	FOR VANCOUVER, SEATTLE and/or TACOMA & PORTLAND (Or.) S.S. C. FERD. LAEISE ... 30th Sept.
S.S. ALTMARK ... 5th Nov.	FOR HAVRE & HAMBURG: S.S. SENEGAMBIA ... 1st Oct.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office. [9]

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"JAITAN"	Capt. J. S. Roach ...	TUESDAY, 2nd Sept., at 11 A.M.
"SAICHING"	Capt. W. O. Pasmore ...	FRIDAY, 5th Sept., at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins ...	TUESDAY, 9th Sept., at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. J. W. Evans ...	WED'DAY, 3rd Sept., at 11 A.M.
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Steamers will arrive at and Depart from the Company's Wharf (near Ulake Pier). During the Month of August FIRST CLASS RETURN FARES 10 FOOCHOW will be subject to a Reduction of 20% on the full Fares.
For Freight and Passage, apply to—DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 1st September, 1913.

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	30th August	On 19th Sept., 11 A.M.
EASTERN	20th September	On 31st Oct., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried.
For further particulars apply toGIBB, LIVINGSTON & Co.,
AGENTS.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE

TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU. SHINYO MARU

TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

NIPPON MARU & HONGKONG MARU.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
TENYO MARU	E. Bent	MONDAY, 1st Sept., Noon.
HONGKONG MARU	S. Togo	FRIDAY, 19th Sept., at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 25th Sept., at Noon.
CHIYO MARU	W. W. Greene	FRIDAY, 17th Oct., at Noon.
NIPPON MARU	A. G. Stevens	WED'DAY, 5th Nov., at Noon.

THE S.S. "TENYO MARU" will be despatched for SAN FRANCISCO VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU on MONDAY, the 1st September, at Noon.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

ANYO MARU, BUYO MARU AND KIYO MARU

Ply between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING
BUYO MARU	10,500	SATURDAY, 4th Oct., at Noon.
ANYO MARU	18,500	WED'DAY, 3rd Dec., at Noon.
KIYO MARU	17,200	THURSDAY, 5th Feb., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH and TELEPHONE, APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).

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OSAKA SHOSHEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY Co.

SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
"TACOMA MARU"	T. Hamada	THURSDAY, 4th Sept., at 1 P.M.
"PANAMA MARU"	J. Kaseo	WED'DAY, 17th Sept., at 1 P.M.
"SEATTLE MARU"	T. Saito	THURSDAY, 2nd Oct., at 1 P.M.
"MEXICO MARU"	N. Kobayashi	WED'DAY, 15th Oct., at 1 P.M.
"CHICAGO MARU"	Goto	THURSDAY, 30th Oct., at 1 P.M.
"CANADA MARU"	K. Hori	

Callings at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA.
Callings at KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
"LUZON MARU"	A. Yamamoto	FRIDAY, 5th Sept., 4 P.M.
"SAIGON MARU"	T. Yamaguchi	MONDAY, 22nd Sept., 4 P.M.
"INDO MARU"	K. Komiya	THURSDAY, 25th Oct., 4 P.M.

FOR MOJI, KOBE AND YOKKAICHI.

"INDO MARU"	K. Komiya	SATURDAY, 20th Sept., P.M.
"LUZON MARU"	H. Yamamoto	THURSDAY, 30th Oct., P.M.
"SAIGON MARU"	T. Yamaguchi	

CHINA AND FORMOSA LINE.

FOR FOOCHOW VIA SWATOW AND AMOY.

"KAIJO MARU"	Y. Yamamoto	TUESDAY, 2nd Sept., at 2 P.M.
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FOR TAMSUI VIA SWATOW AND AMOY.

"DAIGI MARU"	S. Tokushige	SUNDAY, 7th Sept., at Noon.
"SHOSHU MARU"	T. Fuchigami	

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

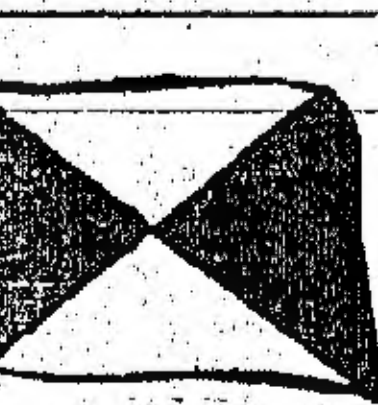
"SOSHU MARU"	K. Tashiro	THURSDAY, 4th Sept., at 10 A.M.
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FOR CANTON.

"SOSHU MARU"	K. Tashiro	Leaving
--------------	------------	---------

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.
These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).
For FURTHER INFORMATION, apply to

Z. KAMIYA,

MANAGER,
Second Floor, No. 1, Queen's Building.

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	J. Mills	Manila, Mangarin, Cebu and Iloilo	On 4th Sept., 4 P.M.
ZAFIRO	4000	F.S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 15th Sept., 4 P.M.

Electric Light. Fans in every Cabin. Competent Stewards Carried.
For Freight or Passage, apply to SHEWAN, TOMES & Co. General Managers, PHILIPPINES S.S. Co.
Hongkong, 27th August, 1913.

THE TAIKOO DOCKYARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS. WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 88' by 34' 6"
Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire, Ropes, Rivets, etc.

AGENTS FOR—

JOHN L. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 B.H.P.

As supplied to the British Admiralty and War Office.
MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION
MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212.

Telegraphic Address:—"TAIKOO DOCK." [449]

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP	JAVA	First half of September.	JAPAN	First half of September.
TJILIWONG	JAVA	First half of September.	SHANGHAI	First half of September.
TJIKINI	SHANGHAI	First half of September.	JAVA	First half of September.
TJIBODAS	JAVA	Second half of September.	SHANGHAI	Second half of September.
TJIMAH	JAPAN	Second half of September.	JAVA	Second half of September.
TJIMANOEK	JAVA	Second half of September.	JAPAN	Second half of September.
TJIPANAS	JAVA	First half of October.	SHANGHAI	First half of October.
TJITAREM	—	—	JAVA	—

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 5th August, 1913.

Telephone No. 375.

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NORDDEUTSCHER LLOYD. BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERA, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN.	"BUELOW" Capt. C. NAHRATH	16,900	Wed'ay, 3rd Sept., at 10 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ LUDWIG" Capt. F. v. BINDER	18,300	About Wed'ay, 3rd Sept.
MANILA, ANGUR, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. H. BREMER	6,000	Saturday, 6th Sept., at 9 A.M.
KOBE	"COBLENZ" Capt. L. KLOTZKE	6,750	About Tuesday, 16th Sept.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 25th August 1913

4

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS, BANKERS, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG.

SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

MANILA:—MANILA HOTEL.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

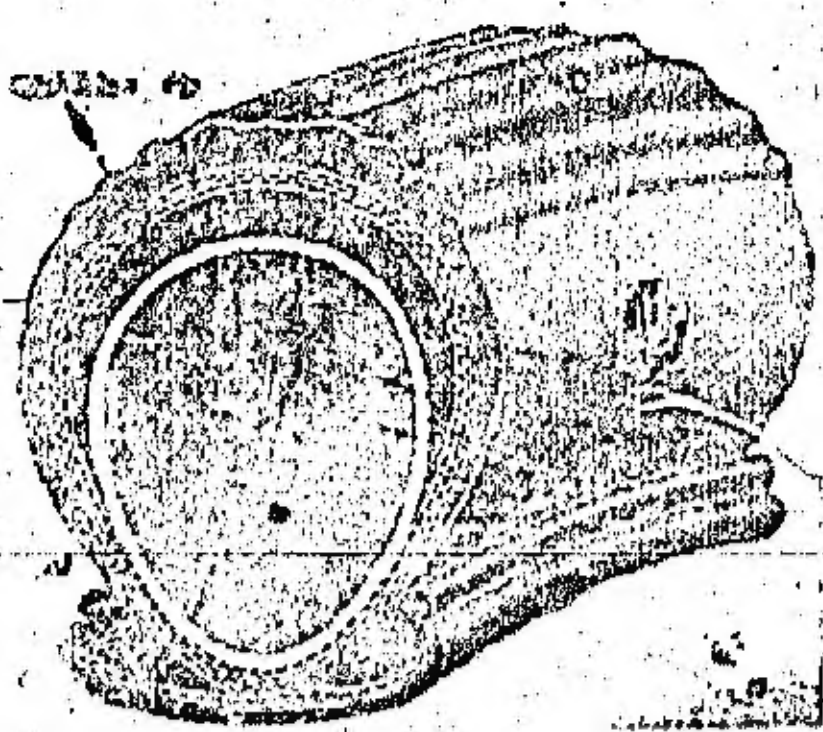
FOREIGN MONIES Exchanged.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, 21st May, 1913.

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PETER'S UNION



the most durable and economical
PNEUMATIC
for
RICKSHAWS AND MOTOR CARS.

Representative for China:

HUGO C. A. FROMM.

Hongkong, 1st September, 1913.

[44-35]



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Hongkong, 1st September, 1913.

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SCHROEDER'S

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Representative for China:

HUGO C. A. FROMM,

TEL. 960.

20, DES VŒUX ROAD, 1ST FLOOR.

Hongkong, 1st September, 1913.

NOTICE POST OFFICE.

The *Empress of Russia*, with the Canadian and American mails for Persia, left Shanghai on Friday, the 29th inst., at 6.30 a.m., and is due to arrive here today.

The *Racine*, with the London Mails (via Siberia) of Friday, the 15th ult., is due to arrive here to-morrow p.m.

The *Prinz Ludwig*, with the German Mail, left Singapore on Saturday, the 30th ult., and is due to arrive here on Wednesday, the 3rd inst., at 9 a.m.

FOR	PER	DATE
Saigon	Fausang	Monday, 1st, 1.00 A.M.
Formosa via Kailung, SHANSHAI, NORTH CHINA, JAPAN via NAGASAKI, HONOLULU, UNITED STATES, SOUTH AMERICA, and CANADA via SAN FRANCISCO (EUROPE via SIBERIA).	Tenyo Maru	Monday, 1st, 10.00 A.M. Registration ... 10.00 A.M. for 10 cents up to 10.45 A.M.
Shanghai, North China and Japan via Kobe, Tsingtau	Fookang ... Ichang	Monday, 1st, 5.00 P.M.
Hainan, Pakhoi and Saigon Swatow, Amoy and Fuchow Swatow, Weihaiwei, Chafoo and Tientsin Swatow, Shanghai and North China Swatow, Weihaiwei, Chafoo and Tientsin Swatow, Amoy and Fuchow Swatow, Amoy and Fuchow Philippine Islands ... Swatow and Ceylon	St. Kiang ... Haitan ... Huichow ... Choyen ... Chipsing ... Kiao Maru ... Suzung ... Chinkue ... Nankin	Tuesday, 2nd, 9.00 A.M. Tuesday, 2nd, 10.00 A.M. Tuesday, 2nd, 11.00 A.M. Tuesday, 2nd, 11.00 A.M. Tuesday, 2nd, 11.00 A.M. Tuesday, 2nd, 1.00 P.M. Tuesday, 2nd, 1.00 P.M. Tuesday, 2nd, 3.00 P.M. Wednesday, 3rd, 8.00 A.M.
STRAITS, BURMAH, Ceylon, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEEN, EGYPT and EUROPE via NANTES	Boston	Wednesday, 3rd, 8.00 A.M. Printed Matter and Samples ... 8.30 A.M. Registration ... 8.30 A.M. B.O. ... 8.00 A.M. Letters ... 9.00 A.M.
Swatow ... Straits ... Japan via Yokohama SHANGHAI, NORTH CHINA, AND JAPAN via NAGASAKI (EUROPE via SIBERIA)	Haimen ... Peter Berg ... Laiyang	Wednesday, 3rd, 10.00 A.M. Wednesday, 3rd, 11.00 A.M. Wednesday, 3rd, 11.00 A.M.
Formosa via Kailung, Japan via Moji, Victoria B.C. and Tacoma Philippine Islands, China Shanghai and North China Swatow, Amoy and Fuchow Swatow, Amoy and Fuchow Straits and India via Calcutta Philippine Islands, Angaur, Yap, Friedrich Wilhelmshafen, Rabaul, Herberhschoke, Matupi, Tasmania, New Zealand, S. and W. Australia via Brisbane	Tacoma Maru ... Baid ... Ahuhi ... Ningpo ... Haisung ... Kaiyang	Thursday, 4th, Noon Thursday, 4th, 3.00 P.M. Thursday, 4th, 3.00 P.M. Thursday, 4th, 5.00 P.M. Friday, 5th, 10.00 A.M. Friday, 5th, 1.00 P.M.
Shanghai and North China (EUROPE via SIBERIA)	Prinz Waldemar ...	Saturday, 6th, 8.00 A.M.
Swatow, Amoy and Fuchow	Yuenang ... Chenau ... Haitang	Saturday, 6th, 1.00 P.M. Saturday, 6th, 5.00 P.M. Tuesday, 9th, 10.00 A.M.
SAIGON, STRAITS, Ceylon, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEEN, EGYPT and EUROPE via Marseilles (Late Letters 11 to Noon Extra postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)	Austran	Tuesday, 9th, 10.00 A.M. Printed Matter and Samples ... 10.00 Registration ... 10.15 A.M. Registration with late fee of 10 cents up to 11.00 A.M. B.O. ... 10.15 A.M. Letters ... 11.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, UNITED STATES, SOUTH AMERICA, and CANADA via VANCOUVER (EUROPE via SIBERIA)	Empress of Russia	Wednesday, 10th, 10.00 A.M. Printed Matter and Samples ... 10.00 A.M. Registration ... 10.00 A.M. Registration with late fee of 10 cents up to 10.45 A.M. B.O. ... 9.30 A.M. Letters ... 11.00 A.M.
STRAITS, BURMAH, Ceylon, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEEN, EGYPT and EUROPE via BRINDISI (Late Letters 11.00 to Noon. Extra Postage 10 cents) (Supplementary mail on board up to the time fixed for departure of the mail, Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail) The <i>Prinz</i> will be closed on Friday, the 12th inst., at 5 p.m.	Donkha...	Saturday, 13th, 10.00 A.M. Printed Matter and Samples ... 10.00 A.M. Registration ... 10.15 A.M. Registration with late fee of 10 cents up to 11.00 A.M. B.O. ... 9.30 A.M. Letters ... 11.00 A.M.

COMMERCIAL.

CLOSING QUOTATIONS.

August 30th.

ON LONDON:—	
Telegraphic Transfer	1117
Bank Bills, on demand	1117
Bank Bills, at 30 days' sight	2
Bank Bills, at 4 months' sight	2-3
Credits, at 4 months' sight	2-3
Documentary Bills, on demand	1117
ON PARIS:—	
Bank Bills, on demand	2514
Credits, at 4 months' sight	256
ON GERMANY:—	
On demand	203
ON NEW YORK:—	
Bank Bills, on demand	491
Credits, at 60 days' sight	491
ON BOMBAY:—	
Telegraphic Transfer	1483
Bank, on demand	149
ON CALCUTTA:—	
Telegraphic Transfer	1483
Bank, on demand	49
ON SHANGHAI:—	
Bank, at sight	734
Private, 30 days' sight	74
ON YOKOHAMA:—	
On demand	97
ON MANILA:—	
On demand	59
ON SINGAPORE:—	
On demand	1201
ON BATAVIA:—	
On demand	142 pm.
ON HAIPHONG:—	
On demand	1
ON BANGKOK:—	
On demand	772
SOVEREIGNS, Bank's Buying Rate	\$9.95
GOLD LEAF, 100 fine, per tola	\$32.50
BAR SILVER, per oz.	272

SUBSIDIARY COINS.

	per cent.
Chinese ... 20 cents pieces	\$7.41 discount.
Chinese ... 10	\$7.58
Hongkong ... 20	\$5.34
Hongkong ... 10	\$5.27

MAILS VIA SIBERIA.

Leave	Due
August 15th.	August 30th.
August 16th.	September 1st.

SHARE LIST.—QUOTATIONS.

HONGKONG 30th AUGUST, 1913.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.	RETURN ON BASIS OF LAST DIV'D.
BANKS.—					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$792 1/2, all, 1/8 on 280	54 p.c.
China Borneo Company, Limited	60,000	\$12	all	\$10	82 p.c.
China Light and Power Company, Ltd.	50,000	\$5	all	\$4 1/2	
China Provident Loan & Mortgage Co., Ltd.	50,000	\$1	all	\$8 1/2, sellers	74 p.c.
COTTON MILLS.—					
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 150, sellers	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$9 1/2, sellers	5 p.c.
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$6 7/8, buyers	
DOCKS AND WHARVES.—					
Hongkong & Whampoa Dock Co., Ltd.	60,000	\$50	all	\$54, buyers	5 p.c.
New Amoy Dock Co., Limited	50,000	\$50	all	\$50, buyers	3 p.c.
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 53, buyers	74 p.c.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 105	
Green Island Cement Co., Limited	400,000	\$10	all	\$6 1/2, all, & buy.	4 p.c.
Hongkong Electric Co., Limited	60,000	\$10	all	\$3 1/2, sellers	5 p.c.
Hongkong Hotel Company, Limited	12,000	\$50	all	\$125	
Manila Metropolitan Hotel, Limited	15,000	Ps. 10	all	\$24, sellers	54 p.c.
Hongkong Ice Company, Limited	5,000	\$25	all	\$17 1/2, sellers	92 p.c.
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$10	all	\$2, buyers	
Hongkong & South China Steamship Co., Ltd.	15,000	\$10	all	\$10	
Hongkong Tramway Co., Ltd.	325,000	5/-	all	8/-	
INSURANCES.—					
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$305, buyers	6 p.c.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$148, buyers	6 p.c.
Hongkong Fire Insurance Co., Ltd.	8,000	\$250	\$50	\$358, buyers	74 p.c.
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 137 1/2	
Union Insurance Society, Limited	12,400	\$250	\$100	\$755, buyers	64 p.c.
Yangtze Insurance Association, Ltd.	12,000	\$100	\$60	\$190, @ Ex 73	
LANDS AND BUILDINGS.—					
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$115 1/2	64 p.c.
Hongkong Land Reclamation Co., Ltd.	25,000	\$100	\$75	\$9, buyers	54 p.c.
Hongkong Estate and Finance Co., Ltd.	150,000	\$10	all	\$30, buyers	7 p.c.
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$46, buyers	
Shanghai Land Investment Co., Ltd.	79,000	Tls. 50	all	Tls. 89	
West Point Building Co., Limited	12,500	\$50	all	\$72, sellers	54 p.c.
Maatschappij tot Mijn. Bosch-en Landbouw exploitatie in Langkat	25,000	Gds. 10	all	Tls. 21 1/2, sellers	
MINING.—					
Chinese Engineering and M. Co., Ltd.	1,000,000	21	all	36	
Heavwood Tin and Rubber Estate, Ltd.	822,000	2/-	all	3/6	
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$3 1/2, sellers	
Tromps Mines, Limited	160,000	\$1	all	\$10	74 p.c.
Peak Tramways Co., Limited	25,000	\$10	all	\$9.90	
Philippine Co., Limited	50,000	\$10	all	\$5	
Palmer & Fawcett de Tonkin Societe des	15,200	\$50	all	\$72, sellers	
REFINERIES.—					
China Sugar Refining Co., Limited	20,000	\$100	all	\$97	3 p.c.
Lucon Sugar Refining Co., Limited	7,000	\$100	all	\$53	
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$9.40	5 p.c.
Douglas Steamship Co., Limited	20,000	\$50	all	\$38	74 p.c.
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$29 1/2, 1/8 on	
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$75	
Shell Transport & Trading Co., Ltd.	2,500,000	\$1	all	\$110, buyers	6 p.c.
Star Ferry Company, Limited	30,000	\$10	all	\$57, buyers	32 p.c.
South China Morning Post, Limited	60,000	\$25	all	\$44, sellers	
Steam Laundry Company, Limited	20,000	\$5	all	\$4	
STORES AND DISPENSARIES.—					
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25	4 p.c.
Fowell, Wm., Limited	15,000	\$7	all	\$11, sellers	
Watson & Co. A. S., Limited	90,000	\$10	all	\$73, sales	
Weissmann, Limited	3,000	\$10	all	\$31, buyers	
Union Waterboat Co., Limited	50,000	\$10	all	\$17, buyers	54 p.c.

Para Rubber in London	Loans.	Amount.	Value.	Interest.	Quotation.
	Chinese Imperial 1896	Tls. 767,200.	Tls. 250	7% p. annum.	Par.

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With Illustrations, Maps and Plans.

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Messrs. KELLY & WALSH, Lth.
Messrs. BREWER & Co.
Canton: Messrs. A. R. WATSON & Co.

FORTHCOMING EVENTS.

Wednesday and Thursday, 3rd and 4th Sept.—
10 a.m.—Old and Surplus Naval and Victualing Stores at H.M. Naval Yard, by Messrs. Hughes & Hough.
Wednesday, 3rd Sept.—
9.15 p.m.—A Grand Promenade Concert at the Hongkong Cricket Club Ground.
Saturday, 6th Sept.—
9.15 p.m.—Grand Concert and Variety Entertainment at the Theatre Royal.
Wednesday, 10th Sept.—
5 p.m.—U.S.R.C. Extraordinary General Meeting at the Club Ground.

A

NEW

SHIPMENT

IN

25S and 50S

AIR-TIGHT TINS

HAS

JUST

ARRIVED.

PETER, NESTLÉ AND KOHLER CHOCOLATES.

PRIZE COMPETITION NO. 6. (August).

1st PRIZE—A HANDSOME WRIST WATCH.

On view in Window of WEISSMANN'S CAFE.

CONSOLATION PRIZES of Chocolate will also be given.

For Particulars

See this space in to-morrow's issue.

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TELEPHONE No. 135.

HONGKONG.



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